Reunion Number

JOURNAL OF THE ARMY SERVICE CORPS

VOL XXI No 1 JAN 1968

JOURNAL OF THE ARMY SERVICE CORPS

Vol XXI No 1 January 1968

EDITOR
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OUR FORERUNNERS

Journal of the S & T Corps	1911--1923
Journal of the I.A.S.C.	1923--1934
Journal of the R.I.A.S.C.	1935--1950

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The views expressed in this Journal are in no sense official, and the opinions expressed by authors in their articles are not necessarily those of the Editorial Staff.

We offer

our heartiest felicitation

to

Lieutenant General Ajit Singh

and

Major General M L Chopra

on their promotion

Vol XXI No 2 May 1968

JOURNAL OF THE ARMY SERVICE CORPS

EDITOR
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Hindi Section

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It gives us great pleasure to announce that the President has been pleased to appoint Lieutenant General Ajit Singh, Director of Supplies and Transport and Colonel Commandant of the Army Service Corps as his Honorary Army *Aide-de-Camp* with effect from 16 February 1968. We congratulate the Director on this signal honour bestowed upon him.

This is the first time in the history of our Corps that such an honour has been bestowed upon an officer of the Corps by the President.

JOURNAL OF THE ARMY SERVICE CORPS

Vol XXI No 3 September 1968

EDITOR
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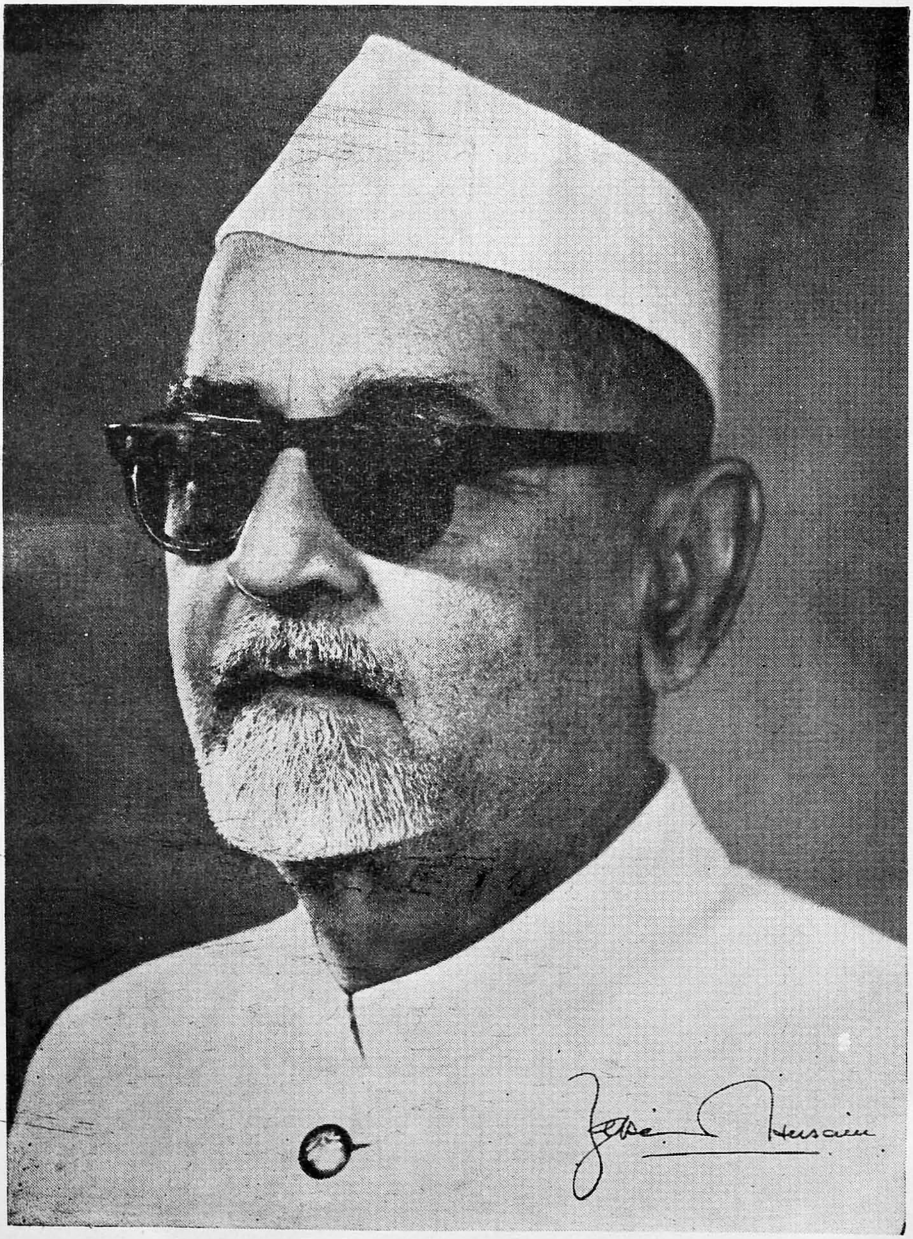
For over fifty years, I have trained myself never to be concerned about the results. What I should be concerned about is the means. When I am sure of the purity of means, faith is enough to lead me on. All fear and trembling melt away before that faith.

— *Mahatma Gandhi*



Dr Zakir Husain, President of India

राष्ट्रपति भवन, नई दिल्ली-4.
RASHTRAPATI BHAVAN,
NEW DELHI-4.

November 22, 1967.

On the occasion of your First Re-union, I extend my felicitations and best wishes to all ranks of the Army Service Corps including civilians, particularly the ex-servicemen.

Your motto "Seva Asmakam Dharma" is all part of a tradition and very appropriately describes the humility with which you express your devotion to duty. The spirit that animates the service is in evidence all over.

The success of any operational plan in modern army must inevitably depend upon the logistic support. Your task is all the more exacting because of shortages allround and the difficult conditions under which you are required to operate. You have to display ingenuity, self-reliance and improvisation to make a success of it.

Yours is a fine Corps - a Corps with a long and proud past, whose personnel, no matter whether battling against the difficulties in the inaccessible mountains, in deserts or in plains, seem always to have discharged their onerous responsibility with unflinching devotion to duty. I am pleased to see from all accounts that wherever you have been, you have served with distinction and never failed or faltered in any of your assignments.

I am confident that you will not only live upto your glorious record of past achievements and traditions, but will continue to apply yourself to improve on it.

Zakir Husain

Message from
Gen P P Kumaramangalam, DSO,
Chief of the Army Staff,
on the occasion of
Army Service Corps Day
on 8 Dec 67.

On this auspicious occasion of your Corps Day and Reunion I send you all officers, men, civilians and the families of the Army Service Corps my felicitations and congratulations.

I watched with pride the way your Corps fulfilled its onerous duties with devotion, zeal and faithfulness in Middle East and in Burma during the last World War. I am happy to say that your Corps has surpassed its past standards and blazed a new trail of service to the country and devotion to duty since Independence. I am confident that you will continue to win fresh laurels.

The Presentation of Colours by the President of India is a matter of great honour and pride for your Corps and is a befitting recognition for your excellent performances.

Corps Day Message
from
Lt Gen Rajinder Singh Paintal,
Quartermaster General,
on 8 Dec 67

I extend my heartiest felicitations and best wishes to officers, all ranks, civilian staff and the families of the Army Service Corps on the occasion of your Corps Day. You have always risen to the occasion and done wonderful work whenever a call has been made on you.

I congratulate you all and I am fully confident that you will continue to strive and serve the country with selfless devotion to duty and hard work as you have always done.

May God bless you all.

[stamp]

Corps Day Message
from
Maj Gen Ajit Singh,
Director of Supplies and Transport

My greetings and very best wishes to all ranks including civilians and their families, once more, on the occasion of our Corps Day.

We have been through another year of functioning under difficult conditions. The Corps has a complex job to perform and the range and scope of its wide activities pose challenging situations, needing good deal of improvisation and initiative, to be able to deliver the goods against all odds and at all times. Whether deployed in inaccessible areas, at high altitudes, in deserts or in plains, you have done well the difficult job of keeping the troops supplied with their requirements, notwithstanding the shortages, logistic problems and hazards involved.

There has been vast expansion in the Corps during the last few years and I wish to convey my appreciation to each one of you on the encouraging results achieved. Our immediate aim is the early and effective consolidation of the varied activities of the Corps.

I am confident that every effort will continue to be made towards higher standards of economy, training, efficiency and towards ensuring that our motto of 'Sewa Asmakam Dharma' is fully implemented at all levels and at all times, through fine esprit-de-corps, courage, good organisation and improvisation.

This year, we are celebrating our first ever Reunion. The President has very kindly presented the Corps Colours today. This is an unique and historic occasion and this Corps Day, therefore, assumes an added significance to all of us. We should take this opportunity of renewing our pledge to continue to serve the troops and the nation in a dedicated manner so as to further enhance the already high traditions and achievements of the Corps.

On this occasion, I also greet our ex-servicemen and wish them a happy retired life.

Corps Day Message
from
Maj Gen P S Chowdhury (Retd)
Colonel Commandant

It gives me great pleasure to send my greetings and best wishes to all ranks of the Corps, both serving as well as retired, on the occasion of the first Reunion. This is a momentous occasion as the President is also presenting the new Colours to the Corps. I was the first Indian Officer to join the ASC and hence it is a proud day for me to be alive on this significant day.

During the course of last few years, our country had to face threat to its territorial integrity more than once. Every time, the Army went into action to counter that threat, our Corps did splendidly well in carrying out its assigned role against all odds and there is not a single instance where it failed to keep the fighting troops supplied with all their requirements. This became possible only through the loyalty, selfless work and, above all, esprit-de-corps of all ranks of the Corps and I congratulate you all on this magnificent and creditable performance.

During my several visits to units, I was in a position to discuss freely activities within the Corps. Without exception every one has told me how Maj Gen Ajit Singh has placed interest of officers, JCOs and other ranks—always and every time—above his own interest. I have noticed tremendous progress in our Corps and on behalf of all ranks, I would like to thank and congratulate our Captain, Maj Gen Ajit Singh.

On this occasion of our get together, let us rededicate ourselves to the service of our nation as well as country so that we may live up to the noble traditions of the Corps so studiously built up since its inception in 1760.

I wish the Reunion all the success.

Corps Day Message
from
Maj Gen G S Gill
Colonel Commandant

On the occasion of our First Reunion, I send you all my greetings and warm wishes. This Reunion will not only have the distinction of being the first ever get together on this scale with our ex-servicemen who are so near and dear to us, but will also be making history, as the President has most graciously decided to present us the Colours on the Corps Day.

Thanks to you all, the Corps has progressed over the years, stood all the tests and attained its present stature. I am confident that you will not only continue to maintain your glorious record but improve upon it, as has been very evident during the recent years.

I wish you all the best of luck.

A Signal Honour !

Colonel Pirbhu Dayal
Commandant ASC Centre (South)

Editorial

विजयपताके ! सत्यं विजय-प्रतीकं विभासि नित्यं वै
वीराणां सर्वस्वं निहितं त्वय्येव कल्याणि !
वितरतु नित्यं भवती, शौर्यं वीर्यं च वीरेभ्यः
येन गुणावलि–भरितास्ते हि सदा पान्तु देशं स्वम्

Oh Colours ! Thou art the symbol of victory. The brave sacrifice all for Thy sake. May Thou instil the spirit of chivalry and sacrifice in our valiant soldiers to defend their Motherland undaunted.

8 December 1967 marks yet another landmark in our rich and glorious history. On this auspicious day we added a new chapter to our long and distinguished record of service and dedication when the President graciously honoured us by presenting the new Corps Colours. The President on the historic day rightly remarked, 'You may lack the glamour and the sing-song which follows the successful conclusion of any operation but yours is a noble and honoured role of dedicated devotion to duty carried out in an unobtrusive manner'.

The occasion was solemn as it was momentous. The Colours presented charge us with obligations of discharging and fulfilling our responsibilities and assignments with greater devotion and dedication, service and sacrifice so aptly enshrined in our motto *Seva Asmakam Dharma*.

The first Reunion was celebrated with great eclat from 5 to 9 December 1967. ASC Centre (South), who had the unique honour of organising the function, acquitted themselves commendably and rightfully earned the credit for the resounding success that marked the culmination of various functions and ceremonials at Bangalore. The meticulous detail, harmonious organisation and well coordinated effort paid rich dividends, for which well deserved tributes are due to Colonel Pirbhu Dayal and all ranks of Centre (South). It was heartening indeed to hear the

praise from no less a personage than our first Commander-in-Chief General KM Cariappa, for the splendid parade which went off with clock-work precision.

The occasion also gave us opportunity to meet our gallant heroes who had given their best to the country and the army and created a rich heritage and glorious traditions for us to follow. We hope to get in subsequent Reunions an opportunity of meeting more of our ex-servicemen. This will also enable us to appreciate and understand their problems of settling down in a new life. We may also examine setting up a Corps organisation to keep in touch with them.

The distinguished honour for the presentation of first ever Colours to the Corps and the holding of first Reunion and grand success thereof must go to our Director under whose inspiring leadership the Corps has flourished and blossomed to new glory and won great laurels. It has been due to his pervasive and persuasive personality and persistent efforts that the Corps has been gaining new dimensions and making an honoured and rightful place for herself. In our last Issue in these columns we quoted from the *Gita*—' honest effort never goes unrewarded '. As we go to press it is most heartening and gratifying to learn that the rank of the Director has been upgraded to a Lieutenant General; indeed it is befitting reward for the untiring and ceaseless efforts and a life of devotion and dedication.

Along with the upgrading of the Director's rank, some more avenues have been opened for the promotion of our senior ranks. We hope that it will broaden the promotion base and that the widening disparity between other arms and our Corps will be reduced to some extent. A more realistic assessment of the rank structure necessitated by the underdeveloped terrain and inhospitable climatic conditions obtaining on our borders related with increasing responsibilities of the administrative services is what we need to tackle this problem. Comparison of tail to teeth ratio with highly mechanised armies of advanced countries designed for operations in developed terrain may be unrealistic and fallacious !

We are presenting this Issue of the Journal as the Reunion Number. We have endeavoured to give maximum possible details about the Reunion and various aspects of the Corps. A pictorial resume of the Reunion and a coloured picture of our new Colours have also been published. We hope our young officers will find this Issue of the Journal informative and useful. The Journal is also being published with our new badge and the new cover design which has been approved by the Director.

PRESIDENT'S SPEECH

(The text of the President's speech at the Colour presentation ceremony)

IT gives me great pleasure to present the colours to you—the Army Service Corps. With a modern army, the quantum and type of logistic support has expanded beyond any recognition and the onus for fulfilling this most important responsibility devolves on the services.

You are the biggest logistics complex and the largest service. Your sphere of activity includes the carriage of all the sinews of war and the provision and delivery of rations to troops located along the snow-bound tracts of the Himalayan ranges, the nearly inaccessible points in NEFA and Nagaland, the deserts of Rajasthan or for that purpose anywhere in the country and across the borders when necessary due to exigencies of national defence. The troops must be fed and maintained at all times, every day of the year, regardless of enemy fire or natural hazards.

From all accounts, I find that your organisation has done a marvelious job stretching over almost 200 years. Having started as the administrative component of the Army in 1760, you have grown into a compact, well-knit, disciplined and highly efficient organisation of the Indian Army. You have never let your comrades down whenever and wherever the call came, and, therefore, they owe you a real debt of gratitude.

In all emergencies, either because of natural calamities when Services are pressed into the aid of civil authority or in operations to meet the aggressive designs of the enemy, there is a natural tendency to forget the role played by the unassuming, untiring, selfless animal transport or mechanical transport driver who smilingly carried all the logistic requirements over all the hazards of climate, terrain or the enemy, against all odds.

The duties that you perform cover more than what is indicated by your title. You may lack the glamour and the sing-song which follows the successful conclusion of any operation but yours is a noble and honoured role of dedicated devotion to duty, carried out in an unobtrusive manner. You have very aptly selected your motto *Seva Asmakam Dharma* i.e., *Service is our creed.*

It is my earnest hope that the Colours that I have the honour of presenting to you as a symbol of your past record of sacrifice and glorious achievements will further inspire you not only to live up to the past traditions but improve upon them, and bring honour and safety to the country.

THE ARMY SERVICE CORPS

Courtesy Supply and Transport Directorate

Historical Background

THE Army Service Corps is the largest service in the Army. It is a mammoth logistics complex providing maintenance support, not only for the army but also for the other Services in certain items. Historically, it started as the administrative component of the armies of the East India Company in 1760. After various organisational changes, it was re-organised into Supply and Transport Corps in 1901. The importance of the Corps was recognised by the appointment of a Major General to be incharge of the Supply and Transport Corps, at a time when the rank structure of the army did not include many officers of that senior rank.

The Corps soon developed into an indispensable and integral part of the armed forces. During World War I, they participated in all the overseas campaigns. It was in recognition of their performance that the Corps was named Indian Army Service Corps in 1923 and allowed the use of the prefix 'Royal' in 1935, thus becoming Royal Indian Army Service Corps.

With the mechanisation of the army and the consequent change in the quantum and type of the logistic support, the Corps had to expand its sphere of activities and re-align itself to meet the ever increasing and varied maintenance demands During World War II, the Royal Indian Army Service Corps were called upon to serve in France, Great Britain, Italy, Abyssinia, Eritrea, Sudan, Egypt, Libya, Cyrenaica, Palestine, Syria, Iran, Iraq, Russia, Greece, Arabia, Burma, Malaya, Borneo and Java. They served with troops of many nationalities—the forces of Great Britain, America, Burma, China, Persia, Poland, Newzealand, Australia, France, Russia and South Africa. They fought and suffered the hardships of sun-blasted desert and steaming jungles and many of their comrades laid down their lives. Though the Corps was only a cog in the engine of war, the Corps as indivi-

duals earned as everlasting a name as El Alamein, Keren, Kohima, Maungdaw and Mandalay.

When the war ended, nearly one sixth of the armed strength of Indian army was wearing RIASC shoulder titles. The number of officers had increased by 1500 per cent. The Mechanical Transport had risen from 6,500 other ranks to well over 2,00,000. Supply personnel increased from 4,000 to about 1,20,000 and Animal Transport branch from 10,000 to 61,000. Animal transport units at the beginning of the war numbered 44 and they were 148 when the war ended. The increase in mechanical transport units was even greater—from 49 to over 700, while in supplies there were approximately 1,500 units. The Corps which was maintaining a pre-war army of less than 2,50,000 was feeding approximately three million by the time the war ended.

To move supplies forward, all sorts of transport had been pressed into service—jeeps, 15 cwt trucks, lorries 1½ ton to 10 tons capacity; aircraft from the Midget L5 to the Dakota, barges, sampans, trains of several gauges, ropeways, speed boats, DUKWs, naval landing crafts, bullock carts, mule carts, mules, donkeys, ponies, elephants, bullocks, bob-sleighs (over the snow in Italian hills) and tractors.

The Corps earned the recognition and approbation of all commanders and formations for the yeoman service rendered by the supply man, who always fed the troops, the imperturbable always smiling mule driver who went over some of the toughest tracks in the world but never parted company with the infantry and the transport driver who always kept his vehicle moving. During the war years, the following honours and awards were conferred on the Corps personnel:

CB	—	4
CBE	—	13
MBE	—	161
IOM	—	4
IDSM	—	34
CIE	—	8
OBE	—	60
DSO	—	4
MC	—	25
MM	—	67
BEM	—	15
Foreign decorations	—	7

It is significant to note that most of the major administrative appointments throughout the army were held by officers from the Royal Indian Army Service Corps. At one time, the Corps provided all the four Major Generals Incharge Administration, besides a few Directors in the rank of Major General at Army Headquarters.

Post-Independence Period

Along with Independence came the challenge in Kashmir and the Corps had to display a lot of imagination, initiative and improvisation to fulfil the assignment as the communications had still not been developed and everything had to be done more or less on *ad hoc* basis.

On 26 January 1950, the Corps dropped the prefix 'Royal' and became the Army Service Corps. On 8 December 1950, the President was graciously pleased to accord his approval to the use of the national emblem in the Army Service Corps badge and wearing of the red lanyard on the right side as a recognition of the Corps' glorious record of service and sacrifice. This day became the Corps Day and is celebrated every year. First Corps Day was celebrated on 8 December 1952.

Corps has had to play its role along with the rest of the army during the operations in Goa, Chinese aggression in 1962 and against Pakistan in 1965. Whether it has been in the snowbound tracts of Ladakh and the Himalayas or the deserts of Rajasthan or the jungles of NEFA and Nagaland or the plains in Punjab, the Corps has not only discharged its responsibilities but added glory to its previous record.

The Corps is now organised into three distinct branches of Supply, Mechanical Transport and Animal Transport. The Corps is headed by a Director in the rank of Major General who works under the Quartermaster General, who in turn is the Principal Staff Officer to the Chief of the Army Staff. The duties, the Army Service Corps perform cover far more than what is indicated by its style and title. Supplies include rations and petroleum products delivered by air, water transport, mechanical transport or animal transport. This also includes the supply of ammunition in the field. There is a general impression that animal transport is a thing of the past to be speedily replaced by the jeeps and the track vehicles. Experience has shown how indispensable the animal is for any fighting in the hills.

A special feature of the work of the Corps in war is the maintenance by air. (The use of aircraft to supply an army dates back to 1916 when aircraft was first used in the siege of Kut. This developed into a full fledged organisation during the second World War and was extensively used.) In the initial stages of our operations in Kashmir, NEFA and Nagaland, we have had to rely on this mode of supply. Even when communications have been developed, we have to rely on air supply to supplement ground maintenance wherever necessary.

The Corps, over the years, has performed its functions with courage

and distinction. With limited resources, they have buckled down to the job and always excelled the most sanguine expectations of the troops against all odds. Not once had any formation, unit or detachment ever cause to complain of not receiving their requirements, be it petroleum, ammunition or rations. On occasions, they have had to construct and man defences and still carry on their normal work under enemy fire. The work of the Corps may not be glamorous and people may not singtsongs about it, but it is an honoured and dedicated service to a noble cause. It is not only confined to the emergencies or operational spells but the unobtrusive untiring driver, whether behind the wheels or leading the mules, has got to keep going round the clock throughout the year, so that the traditions of the Corps are not only maintained but enhanced. Hence our motto *Seva Asmakam Dharma* i.e., *Service is our creed.*

" I wish to express my deep and very real appreciation to officers and other ranks, both on the staff and in units, for the magnificent work they have done, and are still doing, to support my Army. "

Lt Gen Sir William Slim
GOC-in-C Fourteenth Army
24 Jan 45

(in a Special Order of the Day to L of C Road Transport Column)

THE REUNIONTHE REUNION
THE REUNIONTHE REUNION
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THE REUNIONTHE REUNION

Maj D R Murray

THE first ASC post war Reunion was a pot-pourri of magnificence! Celebrated at Bangalore in a breath-taking vortex of function and ceremonial, it rose to a grand crescendo on 8 December 1967 with Presentation of Colours to the Corps by Dr Zakir Husain, the President of India.

As a feature that is to recur once in five years, the Reunion is intended to highlight the importance of the Corps and the recognition it has gained in all its under takings. Apart from this it is also intended to foster *esprit-de-corps* by affording an opportunity to its past and present representatives to meet and exchange views which would not only promote professionalism but also create a feeling of oneness. To those ends, the first Reunion was an unqualified success.

The Organisers

Held over five hectic days at ASC Centre (South) from 5 to 9 December 1967 to coincide with the Annual Corps Day celebrations it entailed a frenzy of organisation. From the 6th September 1967, the day the Reunion Secretary Lt Col K P C Nair arrived in the station it was a whirl and vertigo of arrangements. Instructions and brochures had to be prepared. A Reunion Cell had to be forged to cope with the myriad demands that embraced all from 'bearers' to 'drum beats'. The Messes had to be perfect! The Nursery at the Zenith of its bloom! The Parade correct in every detail! The athletics and team games arranged to converge and culminate in spectacle and finale at zero hour! Invitations had to be sent out and accommodation arranged for General, JCO and

pensioner !

It was an unenviable task demanding all and giving no quarter. Thus the credit for the resounding success that was the Reunion, must surely go to those at Centre (South) who worked so unflaggingly to make it possible.

At the Officers' Mess it was the ever willing and unruffled Maj Manohar who attended to the orders of an indefatigable PMC. And he certainly had a tall order to fill ! For the halls and the ante-rooms it was the nick-nacks of interior decor and the demands of 'Design', the decorators that had to be catered to. On the grounds it was the lawns and the borders that had to be cultivated for months on end so as to be at their glory for the historic week. Service had to be right ! So bearers and orderlies had to be screened—then trained to satisfy. The cellar must never run dry ! So calls were made to Brig V P Roy and Col R K Suri who generously gave of their best. And so it went on from menus to messages with Manohar managing all in a fashion that proclaimed *Seva Asmakam Dharma*.

In the office it was the unflustered Maj Faville, who with characteristic serenity, passed on the orders and then took on all-comers so that the Reunion Secretary might have time to think and plan ahead. And when that was finished, he blithely alternated between Sam-Browne belt and Blazer to give vocal cadence to his authority.

On the Parade ground it was Maj G S Pani. He practised, rehearsed, discussed, changed and practised again till every inflection was just so. And strangely enough when all was done, it was 'pani' that enshrouded the show. Still, it is to him that the bouquets would surely go for parade and pageant if it were not for Sub Maj Shankaran Nair of the Centre (South) whose self-effacing influence transcended the entire round of ceremony and function.

And so the flux of activity, that was at first the confusing pattern of preparation, gradually fused itself into coherence. Then Brig H L Sodhi arrived to add finishing touches and the die was cast.

The Arrivals

The first visitors to animate the festivities were the teams that arrived from all Commands and Centre North in the last week of November to vie with each other for the glory of winning the Reunion Championships. Consequently it was the privilege of those in Bangalore to witness many an interesting match in Football, Basketball, Volleyball and Hockey where competition mattered little but in spirit and repertoire.

The next to set the Centre agog were the VIPs who arrived on Dec 4

to deliberate at the Senior Officers' Conference and attend the many facets of the Reunion. Numbering thirty-four in all their names read like a page from 'Keessings' and added a gilded touch to what was to be a scintillating week.

Naturally this vast panoply of leadership did not arrive as one man, nor was its arrival without protocol. Thus each to his appointed status preceded the DST who arrived by air at 5 p. m. that day. At the airport Maj Gen Ajit Singh was received by Brig H L Sodhi, Col Pirbhu Dayal, the Commandant and the Reunion Secretary Lt Col K P C Nair. From here the DST was conducted to the Gill Stadium at the Centre, where he inspected a Guard of Honour commanded by Lieut B S Sandhu and said 'hello' to all those who had assembled to meet him. With his arrival the stage for the Reunion was set and the Corps ready to receive its honoured guests.

The Sports

If the sportsmen caused the first stirrings, their performances were not always quite so. Drawn from remote places where team games were not always possible and fused into teams at relatively short notice the Command teams were sadly outclassed by those whetted by long association and and practice. Thus it was the well-honed teams of Centre South who carried all before them except the football which went to Centre North in a very close game on Dec 5.

Playing against Centre South and a deficit of two on a windy afternoon, Centre North never really lost its aggressiveness. In a goal packed second half to the cries of Azeez, Peter and Muniswamy, they not only evened the score but went on to win by the odd goal in what was a really thrilling climax to a great football final.

The Athletics

The Athletics Meet and Pagal Gymkhana, dramatic and spectacular, was outstanding for its pageantry and organisation. From the fanfare of bugles that heralded the colourful march-past, at which the DST took the salute, to the last notes of 'Retreat' it ran to clock-work precision on 7 December 1967 as a tribute to the organisers and to Maj William Dias who so ably conducted the show.

In a packed and distinguished arena the athletes of ASC Centre (South) once more proved to be the gladiators of the day and although no Services records were broken, mention must be made of some performances. Thus pride of place must go to tall and lithe Lieut M Rajan of Western Command who with a leap of 6'-1" broke the existing Southern Command

record in the high jump. The next to catch the eye was a robust representative of ASC Centre (North), Recruit Surinder Singh and weedy L/Nk C Muniswami of ASC Centre (South) who were outstanding in the long distance races. Running a very close race in the 1500 metres Surinder Singh literally shrugged off a challenge, by L/Nk R P Singh of Centre South on the very last lap of this thrilling encounter to breast the tape in 4 mts 7 secs. On the other hand, whilst L/Nk R P Singh was certainly unlucky to have tripped in the process of 'putting his foot in it', it did look, at least to the military eye as if Surinder Singh was the better man.

For his part in the 5000 metres L/Nk Muniswami of Centre South ran a peerless solo. Leaving the rest of the field a fair lap behind, he strode on confidently to return a time of 15 mts. 27 secs.

In the 'throws' it was Hav Gurmail Singh of Centre South who was 'King of the Whales'. Displaying a great symmetry of brawn he demonstrated so convincingly with putt ball and discus that spectators were left in little doubt as to where he stood in the realm of 'pull and push'.

Close on the Athletics came the 'Tea'. Here in gaily decorated shamianas, the fair and famous took on from where the athletes had left off; and, with many mouthy exhibitions of their varied fortes, showed that they too were enjoying the party, in a way that thrilled Lt Col P P Carambiah who was responsible for these arrangements.

The Pagal Gymkhana

Back at the arena after tea it was 'Pagal' all the way. Or rather it was so far all but the children and the motor cyclists who had perforce to keep their balance. Thus the mass PT was a fluid display of juvenile callisthenics in which the young 'uns' not only kept their balance but also their aplomb through intricate patterns of figure work rhythm and timing.

By contrast came the 'Chicken Chase' for ex-servicemen and callisthenics of a very different order! Animated by soaring prices, the avian specimens turned loose their early lessons in agility, the stimulus of the massed PT, the cries of the gathering and visions of a succulent repast, they set upon their quest with the fervour of ferrets quite unequal to their years, only to find that military wit is quite unwitting when it comes to going chicken in any form. Consequently it was not long before a string of minor ailments were manifest to the intense delight of the spectators and the converse chagrin of the participants. But as the important thing in a sport is not to win but to have taken part in the true spirit of sportsmanship, the birds surrendered

themselves to ex-Hav Doralswamy and ex-Sub Mohd Raza only to find that theirs was to be a summary disposal for gross insolence and misconduct !

The 'Better-Halves' too were gymnasts of high order. Given a lemon and spoon to hold in their mouths in the race for OR wives they contrived, by rare expedients to steady their charges with lips, hands, nose and hair and gallop up to the winnining post in a burst of speed that gave the judges the time of their lives trying to decide the winner. Still as the show had to go on, Rani Dangan and Neelam Chadda were declared the winners.

Following the ladies came the motor cyclists in their neat white uniforms led by Maj F S Yadav to thrill the throng in a breath-taking display of dare-devil riding. Roaring around the arena for fifteen minutes with legs and arms akimbo they singly and in pairs went through a routine of figures and tabloids in what was a supreme exhibition of faultless grace and timing.

After the motor cycle display came the Prize Distribution at which the Senior Colonel Commandant, Maj Gen P S Chowdhury who came all the way from the UK to attend the functions was graciously pleased to give away the prizes. Appropriately this was a proud moment for Col Pirbhu Dayal Commandant ASC Centre (South) for it was his privilege to receive on behalf of that Centre the trophy for the over-all championship which seemed as it were a just reward for the Trojan service it had rendered for the event.

When the prize distribution was done the massed bands of both Centres followed to 'Beat Retreat'. Marching and counter-marching to the strains of such martial airs as 'Under the Double Eagle', 'The Cock of the North', '*Sare Jahan se Achcha*' and other familiar pieces, they burst many a military button with the blare of their brass and the skirl of their pipes. Then with a roll of drums and flourish of bugles came 'Abide with Me' and the 'Retreat' which was perhaps the most impressive of all with its lingering echoes.

JCOs' Dinner

The evening parties were conspicuous for their decor, good-will and elan. At a dinner at the JCOs' Mess on Tuesday December 6 nearly four hundred officers, and JCOs' were entertained by Sub Maj Shankaran Nair.

With the reception of the VIPs which included the Quartermaster General Lieut Gen R S Paintal, the Colonels Commandant Maj Gen P S Chowdhury, Maj Gen G S Gill, and Maj Gen Ajit Singh it got off to a round of introductions and niceties

which in course gave way to a gradual warming of spirits. With *Mutton Pulao* and *Chicken Korma* dispatched it was sheer elan, when the ASC Song was sung and the band played on to a podium of supreme conduction.

Reunion Dinner

By comparison the Reunion Dinner at the Officers' Mess on the 7th was a time for Mess Dress and dignity. Arriving with his entourage at the stroke of eight, the President was received by the Senior Colonel Commandant and the DST to the chords of the National Anthem. When this was done Dr Zakir Husain was pleased to meet officers who had assembled there for the occasion. So preceded by his Aides-de-camp he was conducted around the main hall by Maj Gen G S Gill, his Military Secretary and the DST where he graciously shook hands with everyone present.

After a short pause, in which the President was seen chatting affably to Generals Moti Sagar, Paintal, Grewal, Mohite and the many important guests that were present, he was ushered in the dinner. Here in a large dinning hall, where lighting and floral arrangements by 'Shibui' were harmonised with the plate and silver of the Corps, a simple but dignified meal was served in what seemed appropriate to the times and August Presence adorning the evening.

After dinner, the President, always punctilious and correct, spent a while with the Pipe and Brass Bands that were in attendance then thanked his hosts and said Good-Night to the sounds of *Jana Gana Man.* With the departure of the President, followed a simple ceremony in which Maj Gen H M Mohite (Retd) was presented with a silver salver by Maj Gen P S Chowdhury on behalf of the Corps as a token of appreciation for all he had done for the Corps before and after his retirement.

For all its air of stateliness, the occasion was indeed a pleasant affair and precisely what it was intended to be. Thus in a rare fusion of old and new it was the fortune of those still serving to spend a cheery evening with those from the retired list amongst whom were such renowned figures as Brig Mohinder Singh, Brig Luthra, Brig Vakil, Col Ranbir Singh and Lt Col Osman, who were but a few of the many that put all else aside to be present for the function.

Evening Party

On the 8th DST was 'at home' to the elegant of the town. On an evening where the 'in' thing was informality the great and the gracious first mingled to the clink of cock-tails and then when conviviality flowed with its beguiling mellowness, two dance bands took over to warm up the gathering. Thus it was 'Rumba'

after 'Quick step' with brief interludes literally wrung from the rhythm by the brass band that was also in attendance. And so the party went on to about 3 a.m. the following day till none could take more despite the supper that was served an hour or two earlier.

Bharat Natyam

Last but not the least were the classical dancers, Kumari Mathanki Saroja and party who came all the way from Madras to entertain the JCOs and men with exquisite performances in *Bharat Natyam, Kathak* and *Kathakali,* on December 9. Belonging to the troupe of Padmini Rama Chandran, one of the famous Travancore Sisters, these artistes are world renowned. They have toured extensively in Russia, America and the UK. They have played before august audiences and their renderings are not a whit behind their fame.

Dressed in fabulous costumes adorned with jewel-studded ornaments of gold and silver, the troupe played for four hours to two packed houses so that all who came might not go disappointed. The audience, which included such venerable figures as Maj Gen P S Chowdhury, the Senior Colonel Commandant and Brig R I N Luthra was always appreciative and moved. In fact, from the simple invocation ceremony it rendered rounds of applause through sequences of *'Radha Krishna', 'Meera's Dream', 'Murugan Puja'* and a set of popular dances to the grand finale of *'Shiv Parvathi'* which was a classical presentation reminiscent of the ancient frescoes of Ajanta and Elora.

Bara Khana

For the rank and file and the ex-servicemen it was the central *'Bara Khana'* that was the time to recall cherished memories. For the senior officers who attended the function despite the atrocious weather, it was an opportunity to renew old acquaintances, which they did with winning ease.

Arriving the PT grounds at about 1 p m. on December 8 the Colonels Commandant and senior officers of the Corps were received by Col Pirbhu Dayal, the Commandant and Sub Maj Shankaran Nair of the Centre. Then ushered to the gay pavilions they mingled with the gathering till it was time to regale themselves on *langar* fare and a *Bhangra* dance that was organised and energetically led by Capt Bhangu.

Colour Presentation

The colour presentation parade, that overshadowed all with its miasma of suspense, got off to an unlucky start, for December 8 was a dismal morning with a nagging drizzle and an

overcast sky. Then it was the spectators who were not much help either. With scant regard to the weather or the polite injunctions on their passes, they began arriving at 7 a.m. at the gaily decorated shamianas that fringed the front of the parade ground, with tag, rag and bob-tail in tow to dislocate carefully prepared seating plan and throw VIPs out of gear.

For all that the parade was a spectacle in which twelve officers, twenty-seven JCOs and six hundred men took part. Formed up in line in eight companies with the colour party and the cased colours in the centre, by the parade second-in-command Lt Col P P Carambiah it moved as one man to salute the parade commander, Col Pirbhu Dayal when he marched on to the ground at 8.30 a.m. With the parade handed over to the parade commander it stood ramrod straight through a stiff shower to await the Senior Colonel Commandant Maj Gen P S Chowdhury whose arrival at the dais at 8.55 a.m. was the signal for a general salute. Then rain took over and for the next twenty minutes there was a good deal of shuffling about in the pavilions whilst the President who had arrived punctiliously at 9 o'clock had to wait in the Commandant's office for the weather to ease off. Thus it was only at 9.15 a.m. that the *Rashtriya* Salute, was given to the cadence of the Anthem which was played by the band that stood directly behind the colour party. With the report that followed the *Rashtriya* Salute, the President, accompanied by the Senior Colonel Commandant and the parade commander, was pleased to review the parade in an open jeep whilst the band played the appropriate music. Here again it was the spectators who stole a march on the army. Overwhelmed by the august figure standing in white in the open jeep they got off rounds of applause which were graciously acknowledged even before the actual review had begun.

Following the 'Review' came the 'Consecration' ceremony when the parade formed a hollow square. Then the drummers clad in white, that was set off with spats, leopard skins and tartan plaids marched briskly forward and piled their drums at the place marked for piling in front of the saluting base. With the drummers having piled their drums and marched off to a place to the left of No 8 Company, the parade second-in-command and the adjutant moved forward and positioned themselves on both sides of the pile of drums facing inwards.

Now the colour party, with the colours cased, moved forward and halted in front of the pile of drums. The parade second-in command then uncased the colours, draped them on the drums and resumed his position.

After this the cased colour party turned about and took up a new position in the centre of the parade facing the dais and the pile of drums. With this done the parade commander requested the religious teachers to begin the consecration. Accordingly the Panditji, the Granthiji, the Padre and the Maulviji moved forward and placed themselves in a line on the right of the drums for consecration of the colours.

After the consecration ceremony was over the colour party moved forward and halted in front of the pile of drums. The President was then requested by the senior Colonel Commandant to present the colours. Moving forward preceded by his Aides-de-camp and accompanied by the Colonels Commandant and the Military Secretary, the President and his entourage took up a position between the drums and the colour party. At this juncture the parade second-in-command moved forward, picked up the colours from the drums and handed them over to the senior Colonel Commandant who in turn handed them over to the President. The President then presented the Colours, at which Colour Ensign Officer Lieut S S K Raheja, with commendable smartness took two paces forward and sinking upon his right knee received the Colours for the Corps. Then he gradually rose and resumed his position between the escort.

With this the President and his entourage followed by the religious teachers returned to the dais from where he addressed the Parade.

Following the three *Jais* which hailed the conclusion of the President's address came the drummers to unpile drums and rejoin the band. After this the parade second-in-command and the adjutant resumed their original positions and the parade reformed into line. Then with a double right form the Colour party turned to face the parade for the general salute to the Colours. Thereafter the Colours were marched in slow time to their position in the line with the band playing the general salute.

With the Colours in position the parade marched past in column of route in quick time and reformed on the inspection line for the National Salute when the Colours were gently lowered. With this it was all over. The President left to meet ex-servicemen of the Corps and the Colours were marched off. The parade followed suit whilst accolades poured in. Of these perhaps the most valued for its incomparable authority and correctness, was that of General K M Cariappa, the first Indian C-in-C. In a message of tribute to Col Pirbhu Dayal, the Commandant ASC Centre (South), he said : 'My very best congratulations to you—your Officers, JCOs, NCOs and Jawans on the

splendid parade you had this morning. Everything went like clock-work. I saw nothing wrong. Your words of Command were very good—the arms drill and March Past were first class. The whole atmosphere at your Centre was superbly delightful'.

Wreath Laying

The Parade at which the Corps remembered its dead on December 8 was simple and solemn. Drawn up in a hollow square behind the Centre's War Memorial at 11 a.m. four companies stood gravely to attention whilst the section of rifles that lined the path to the cenotaph 'reversed arms'. Then to the 'Dead March from Saul' came Maj Gen H M Mohite (Retd), Maj P S Chowdhury (Retd), Maj Gen Ajit Singh and Col Pirbhu Dayal to lay beautiful wreaths of mauve asters followed by Hony Capt Govind Rajulu and ex-Sep Muniswamy who laid theirs on behalf of the ex-service JCOs and OR.

In the hushed atmosphere that pervaded the ceremony it was indeed a moving spell as each wreath layer solemnly laid his wreath; stepped back, saluted and took up his position on either side of the memorial. Then when all had been laid, came the lonely notes of the 'Last Post' and one minute's silence when memory wandered whilst honour slept. After this came the 'Rouse' and life took on from where it had seemed to stand still.

" I will be glad if you can convey to all ST Units of the Army my very deep appreciation of their wonderful work in keeping the fighting forces supplied with their needs. Without this it would have been impossible for the advance to continue. "

Lt Gen N M Ritchie
GOC-in-C Eighth Army
20 Dec 41

REGIMENTAL COLOURS

A moth eaten rag on a worm—eaten pole,
It does not look likely to stir a man's soul
'Tis the deeds that were done 'neath the moth eaten rag,
When the pole was a staff, and the rag was a flag.

Sir Edward Hamley

THE term 'colours' is a colloquial expression embracing the standards and guidons carried by cavalry regiments and the colours proper carried by infantry regiments and certain other arms. Like all national and tribal flags, colours are symbols embodying the spirit of the people who fight under them. The origin of these symbols can be traced to the dim beginnings of history, a fact which is confirmed by excavations in India bringing to light evidence that there was a 'cult of standard' over 5,000 years ago. These primitive symbols were made of metal or wood. They are frequently mentioned in the Bible: 'The children of Israel shall pitch every man by his own standard, with the ensigns of their fathers' house' (Num. ii., 2). It is not until just prior to the Christian era that we find standards made of cloth, silk or damask. The standards of Julius Caeser's army were made of metal, usually surmounted by an eagle, a practice copied later by the French

These military flags have always had a twofold purpose: (a) to serve as visible rallying points on the field of battle; and (b) as distinguishing marks of persons of superior social status. Before the introduction of long-range weapons it was impossible to locate one's leader in the confusion

and dust of battle unless his distinctive insignia was held aloft. Sometimes the insignia or ensign could not be seen, so the bugles, trumpets, drums, fifes, and later bands, usually played some music round the standard to assure the fighting men, through the sense of hearing, that the standard was still flying. This employment of flags and music is aptly stated in the Chinese *Book of War*, written 500 B. C. — 'The drum and bell are used because the voice does not carry; the flag is used to assist the sight'. To lose the standard, therefore, often meant that one's leader was lost, or at least there was no assurance that he was still leading, which caused the troops to become dispirited. The importance of 'keeping the flag flying' was very great, but the conspicuity attendant upon the carrying of it increased the mortality of colour or standard-bearers as long-range weapons became more efficient. The mortality of colour-bearers in the Crimean War was tremendous and this was the last European war in which British colours were carried. They were, however, carried in the Zulu War of 1877-79, when Lieuts Melvill and Coghill of the 1st Battalion, 24th Regiment (now the South Wales Boarderers) endeavoured to save the Queen's colour at the notorious Isandlwana disaster on January 22, 1879. Colours were last carried at the Battle of Laing's Nek on January 28, 1881, in the first Boer War. During the Russo-Japanese War, 1904-05, both sides carried colours. During the World War colours were not taken into action but identification was obtained by means of small flags during the day and by coloured flares at night. As regards the second purpose, that of being employed as distinguishing marks, early evidence of this may be seen in the sculptures unearthed at Nineveh which show two designs of standards attached to the yoke of the chariot of Darius. The continuity of this idea finds expression in all ages in the personal standard of royal personages and the nobility, and, in a lesser degree, in the flags used to denote the headquarters of higher commanders of the fighting services at the present time.

Present-day colours are the direct descendants of the medieval baron's banner. The baron's regiment consisted of companies under knights. Later the baron's flag became the 'colonel's colour' and the knights' banners the 'company colours'. Variety was the predominant note at this period and 'standardised' colours were not introduced until about seventeenth century. Gradually colours were standardised and in 1751 George II issued a warrant, under which each regiment was to have only two colours, viz., the first or king's colour, to be the Great Union (except for Foot Guards), and the second, or

regimental colour, to be of the colour of the facing of the regiment, with the Union in the upper canton, except those regiments faced with red or white, whose second colour was to be the red cross of St. George in a white field and a union in the upper canton. In the case of the Foot Guards, the king's standard (crimson) is the first colour, and the second is the Great Union. Several line regiments were also authorised to bear 'royal devices and ancient badges' on their colours. This warrant, the first of its kind, was revolutionary, and made a definite break with the past. It became the foundation of all subsequent warrants and, in fact, with slight modifications, is in force to-day. Although it permitted only two colours to be borne a few regiments acquired a third, particularly those which served in India between 1780 and 1806. These third colours were, however, definitely abolished in 1835.

In addition to the distinctive badges pertaining to the different regiments, colours and standards in the British army bear the battle honours which have been earned. These honours are of two kinds, (1) a symbol or badge, (2) the name of a battle or campaign in which the regiment participated.

Like British Army other armies also have the tradition of carrying colours. In the United States of America in March 1779 the army regulations called for two colours for each regiment, one to be 'the standard of the United States', the same throughout the army; the other a regimental colour varying according to the facings of the uniform. In other words the British system was adopted on paper, but it was not carried into effect. The Revolutionary War ended before any of these flags were issued. The colours actually carried were a heterogeneous collection issued by the different States or donated by individuals. It is doubtful whether the national flag, the Stars and Stripes, was carried by troops in that war, certainly not with any official authorization. In 1787 the one regiment then in existence was furnished one colour, showing the coat-of-arms of the United States and that plan was followed for subsequent regiments until 1834 when the artillery was furnished with two colours, one, the regimental, having a red background, the other, the national flag. In 1841 the same system was extended to the infantry, but it was not until 1895 that the cavalry was given a standard of the Stars and Stripes. The regimental colour in those days had the arms of the United States. After the World War (1914-18) the regimental colour was changed by replacing the shield, crest and motto of the United States by the regimental devices on a background in the colour of the

facings, red for artillery and engineers, yellow for cavalry, blue for infantry, etc.

Regimental colours are the symbol of the spirit of the regiment. They stand for everything that is noble and honourable. The colours, prior to being taken into use, are consecrated at a religious ceremony and on them are emblazoned the sacred memory of heroic deeds and distinction of long and honourable service. The colours, are, in fact, a portable silken regimental history, regarded in veneration and a source of pride to soldiers and ex-soldiers.

After our country was declared a Republic, the new colours are being presented to various regiments and corps. The infantry regiments are being presented one colour for every battalion of the regiment and one for the training centre. We have been presented one colour for the entire Corps.

The colours, after service, are laid up in a sacred place thus maintaining that atmosphere of veneration with which they are surrounded.

Extracts from Encyclopaedia Britannica

" I wish to express the Force Commander's appreciation to Lt Col Soni, Officers and men of the Indian Supply Unit for the excellent work they have done in the running of the Supply Depot here in the Congo. "

Chief of Staff ONUC
4 Nov 63

THE CORPS CREST

Supply and Transport Corps

The development of our Corps badge has been a fascinating story and is linked with the various landmarks in our history. The first badge of the Corps came in existence in 1901, when the Corps was designated as Supply and Transport Corps. The

Fig 1

badge consisted of an eight pointed star with the British crown on top (Fig 1). Within the star was a band on which was inscribed *Honi Soit Qui Mal Y Pense* which means that 'the shame be his who thinks ill of it'—the motto of the Order of the Garter. Within the band was a monogram containing letters S, T and C.

Indian Army Service Corps

In 1923 the Corps got the new name of Indian Army Service Corps. The badge of the Corps was slightly modified (Fig 2). The British crown on top was joined with the star and the monogram was changed to IASC. A paragraph from the Editorial of May 1923 issue of the Journal reads :

Fig 2

'Our Corps designation, we are pleased to know, has now been officially changed to 'Indian Army Service Corps', and it is hoped that on the title page of

the next issue of the Journal we shall have new crest'.

In fact the May issue itself was published under the new crest.

Royal Indian Army Service Corps

The year of 1935 was another landmark in our history. On the occasion of the King's birthday of late King George V, the Corps was given the honour of prefixing 'Royal' and the Corps was designated Royal Indian Army Service Corps. Extract from the Editorial of August 1935 issue of the Journal is appended below:

'On the occasion of His Majesty's Birthday, in the year of the Silver

Fig 3

Jubilee of His reign, it has most graciously pleased His Majesty to confer upon the Corps the honour of being 'Royal' and bear in future the title of the Royal Indian Army Service Corps.

This honour is one of which every member of the Corps may feel justly proud and it should be the endeavour of all in the future to enhance the high standard that has been attained in the past and so continue to deserve the high honour awarded by our King'.

The badge underwent another change (Fig 3). The badge again consisted of the star and the British crown on top. Inside the star was the British garter and cypher and the Corps motto *Honi Soit Qui Mal Y Pense* inscribed on a band. This badge continued even after we gained Independence.

Army Service Corps

From 26 January 50, the Corps

Fig 4

got the new designation of Army Service Corps. On 8 December 1950, the President accorded permission to use the State Emblem on our new

badge (Fig 4). The Editorial of January 1950 issue of the Journal reads:

'Agreement was reached at the Senior RIASC Officers' Conference that the new cap badge for the Corps should consist of the Asoka three-lion emblem surmounted on a white metal garter inscribed with the Sanskrit motto *Seva Asmakam Dharma,* meaning *Service is Our Duty.* In the centre of the garter is mounted the Asoka wheel in gilt. The title 'Army Service Corps' will be inscribed on a white metal scroll superimposed on the gilt laurel-wreath which will surround the badge. The design now awaits the C-in-C's approval'.

The new badge was approved by April 1951 and the Editorial from that issue reads:

'We are proud to present this issue of the Journal with the new Corps crest. Much thought and time has gone into its design and we are sure that it will become the symbol of even greater achievement than recorded in our past traditions.

In place of the crown which distinguished our previous Corps crest, the President has been pleased to permit us to incorporate in the new Corps crest the State Emblem—the Ashoka lion couchant. It is gratifying to note that such recognition has been taken of the sterling services rendered by the ASC during two World Wars and after'.

Sena Seva Corps

On 8 December 1967, the President honoured us by presenting the first Corps Colours. The Corps has now been designated 'सेना सेवा कोर'.

Fig 5

The badge has been slightly modified in that the new designation 'सेना सेवा कोर' has been inscribed in place of 'Army Service Corps' (Fig 5).

WHAT THEY SAY

Sainik Samachar, Dec 17, 1967

ALERT, Smiling and Cheerful or Always Serving the Country may well stand for ASC—the two-century-old Army Service Corps whose record of service is as bright as it is long and distinguished. Its range of activities, be it war or peace, are varied almost all-embracing for it ensures uninterrupted flow of supplies and other sinews of war to the fighting forces, a prerequisite for the successful conduct of any operation. In short, the sky is the limit, for the complexities of the modern warfare have added further significance to its role. Providing logistic support, the Corps is the king-pin of the Services. If one were to spell out, its main responsibilities are :

Operations of all mechanical transport, except fighting vehicles and unit domestic transport. Operation of all animal transport, including unit first line transport, when units are being maintained on animal transport basis. Packing of commodities for air supply and loading of, and ejecting from, aircraft engaged in supply by air. Provision and distribution of supplies, including fresh rations, and hygiene chemicals. Provision and distribution of petroleum, oil and lubricants, including the operation of bulk and pipelines.

The Army Service Corps

The Army Service Corps celebrated its first Reunion at ASC Centre (South) Bangalore from December 5 to 9. The President presented the new Colours to the Corps on December 8, its Corps Day. Apart from its three Colonels Commandant, a large number of serving as well as retired officers attended the Reunion.

Provision and training of catering staff.

Having its origin in 1760, the Corps performed onerous tasks and came out in flying colours in various operations. Thus they built up their reputation brick by brick. It was only in the beginning of the century (1901) after progressive changes that they became known as Supply and Transport Corps. The Corps was back on the lines of communications with the 1914 war when it played a significant role in the Middle East against Turks. It had its reward to have its recommendation for its meritorious service. It was redesignated in 1923 as the Indian Army Service Corps and 12 years later won the prefix 'Royal' and came to be known as the Royal Indian Army Service Corps.

In World War II the Corps grew into a mammoth logistics complex, ministrations of which were extended to every theatre—land, sea or air. With the declaration of war in 1939, the Corps supplied rations, and petrol oil and lubricants and carried all other ingredients. It made its presence felt in sun-blasted deserts or the steaming jungles. It left its indelible impression at El Alamein, Keren, Kohima, Maungdaw and Mandalay. When the war ended, nearly one-sixth of the armed manpower of the Indian Army, 30,00,000 comprised of the Corps strength. In recognition of the heroic deeds in the war the Corps won 395 decorations and 7 foreign awards:

CB	4	IOM	4
CIE	8	MC	25
CBE	13	ISDM	34
OBE	60	MM	67
DSO	4	BEM	15
MBE	161	Foreign Decorations	7

The AT Coys of the Corps took active part in Italy and had a big hand in Allied successes. Here we have the testimony of two great Generals:

> *"Can any body think of an occasion when the always attenuated Royal Indian Army Service*

Corps has let the fighting troops down".

—General AHJ Snelling
Maj Gen IC Administration
Fourteenth Army

"I have soldiered for more than 42 years, and the more I have seen of war the more I realise how it all depends on Administration and Transportation".

—Field Marshal Lord Wavell

Freedom brought in new responsibilities and challenges. The ASC, alongwith the rest of the nation, addressed itself to the task boldly. Like the unfailing Mary's lamb of 'sure to follow' the ASC units joined our troops when they landed in Srinagar in the J & K operation in 1947 to protect the State from the raiders. In fact, the J & K operations at that stage were actually a war of Supply and Transport. The heroes of the road, muleteers with war-weary animals, MT Drivers with war-worn vehicles, rose to the occasion and yeoman service work by maintaining forward troops with utmost speed.

During the journey the MT convoys were attacked several times by the raiders with small arms and mortars. However, notwithstanding these difficulties and adverse conditions, ASC units, after successful counter-attacks, delivered the goods in time at the required destination.

In July 1949, the then COAS in a message sent to one of MT units, expressed particular appreciation of the work done by it. In one such action Lt Col (then Lt) T G N Pai was awarded Vir Chakra.

On December 8, 1950, the President was pleased to permit the Corps to use State Emblem (Ashoka Lions). In commemoration of this historic event, the day is, celebrated as the 'Corps Day'.

In Naga Hills too the Corps was pressed into service for a special and arduous task. In the thickly-wooded and hilly terrain without proper roads, the ASC personnel always kept the fighting troops supplied with rations by air despatch and on mules.

The Chinese aggression in 1962 made sudden and onerous demands. In NEFA terrain, it was a battle of logistics because of difficult communications. The service rendered by ASC muleteers and MT drivers won high praise.

The then Chief of the Army Staff paid an eloquent tribute in November 1963.

"I want to begin by saying that the work that has been done by the ASC in the last year has been extremely commendable and you people have really done a magni-

ficent job. Commanders in the field and all over the place, wherever I have been, all praise for what has been done by your Corps under extremely difficult conditions. I think that it is a matter deserving congratulations and I offer you my congratulations for it. I would like to congratulate all the troops under your command and you can pass this on to your men for a very good job they have done".

The Corps acquitted itself in a wonderful manner during the operations against Pakistan in 1965. It never failed the jawans fighting at the battle fronts. The then COAS, General J N Chaudhuri expressed the following rich sentiment:

> " *Wherever they have, the Army Service Corps have fulfilled their role courageously and fully. They did so in recent conflict with Pakistan and fighting troops owe a good deal to them. I am sure that the Corps will continue to do well.*"

The ASC personnel served with distinction along with the formations/ units of various other countries—Korea, Gaza and Congo.

The motto of the Corps is *Seva Asmakam Dharma* meaning *Service is Our Creed.* The motto is a challenge and the Corps has always met it, however trying the conditions. This is the triumph of the versatility and *esprit de corps* of all ranks of the Corps and these, in turn, are achieved through calm and calculated planning, hard training and meticulous application.

The Hindu, Dec 3, 1967

Colours for Army Service Corps

From our correspondent

BANGALORE, DEC 2

The Army Services Corps, the oldest and the largest service in the Indian Army, will receive new colours from the Supreme Commander of the Armed Forces, the President of India on December 8, at the ASC Centre in Bangalore. The colours—a consecrated silken flag—will represent the heroic deeds of generations of soldiers and the long and honourable service rendered by the Corps.

Along with this ceremony there will be a reunion of serving and ex-service personnel of the Corps. Over 300 officers and men from all parts of the country will arrive here to participate in the reunion.

The Mail, Dec 7, 1967

THE PRESIDENT TO PRESENT

New Colours to ASC

From our Staff Correspondent in Bangalore

Inspired by the motto, "Seva Asmakam Dharma" "Service is our Creed" the officers and men of the Army Service Corps (ASC) (Centre) South, in Bangalore, are making elaborate preparations to organise a big celebration on Dec. 8 to receive the new Colours from the Supreme Commander of the Armed Forces, the President of India. This new Colours, a consecrated silken flag—will represent the heroic deeds of generations of soldiers, and the long honourable service rendered by this Corps.

Today, thousands of officers and jawans of the ASC are working in remote corners of the country from the rugged heights of Ladakh or the thick jungles of NEFA to the desert wastes of Rajasthan, to ensure that their fellow-jawans, sailors and airmen guarding the freedom of the country, get their food, stores, ammunition, petrol, oil and lubricants adequately and in time. They transport supplies on vehicles driving on dangerous roads at heights upto 14,000 feet or more, carry supplies on mules where no roads exist, and help the air force in dropping supplies in even more inaccessible areas. In short, the ASC is the 'work—horse' of today's armed forces, playing a vital role in peace and war.

The nature of work of the ASC has been changing and expanding since its inception. The origin of the Corps was the Army Commissariat Departments of the East India Company, which were responsible for organising and procuring supplies for the Presidency Armies of Bengal, Madras and Bombay. Separate transport branches were raised in 1883 and were merged into the Commissariat Department in 1887. That department was renamed as the "Supply and Transport Corps" in 1901. When the Corps was required to take part in the operations in North West Frontier province, its personnel were militarised but it was during the First World War that it became an integral part of the Armed Forces.

The Second World War considerably widened the scope of the Army Service Corps and its units served in France, United Kingdom, Italy, Abyssinia, Eritrea, Sudan, Egypt, Libya, Cyrenaica, Palestine, Syria, Iran, Iraq, Russia, Greece, Arabia, Burma, Malaya, Borneo and Java. During the War, as many as 402

honours and awards were conferred on the Corps personnel including seven foreign decorations.

Immediately after Independence with greatly reduced strength the Corps had to take part in the Kashmir operations. Since then, it has given glorious account of itself during the Chinese aggression in Ladakh and NEFA in 1962 and more recently during the Indo-Pak conflict in 1965. Four Vir Chakras, one Ashoka Chakra and two Sena Medals, besides many 'mentions' in despatches, which were won by the officers and men of the Corps, bear ample testimony to the gallantry and devotion to duty by its personnel. The Corps has also served in the cause of peace in Korea, the Gaza Strip and in the Congo.

On Dec 8, 1950, the President accorded his approval for the use of the State Emblem (Ashoka Lion) in the Corps Crest, badges and buttons. In commemoration of that occasion, Corps Day is celebrated every year. The importance of this Corps will be further enhanced when the President will present Colours on December 8 and as years pass, the Colours grow in age and will remain to the ASC Jawan 'a source of pride'.

Deccan Herald, Dec 1, 1967

Great day for Army Service Corps

The men who serve in the Army Service Corps have fought every where, from the scorching desert of El Alamein to the treacherous jungles of Mandalay. The 207 year--old tradition of these ASC jawans was built not inside the barracks but on the battlefields.

December 8 will be a significant landmark in the history of the Corps for on that day the Supreme Commander of the Armed Forces, President Zakir Husain will present new colours to the Corps at the ASC Centre in Bangalore.

The colours—a consecrated silken flag—will represent the heroic deeds of generations of soldiers and the long and honourable service rendered by the Corps, the oldest and the

largest of the Indian Army.

Simultaneously with the colour presentation ceremonies will be held the first post-War Reunion of serving and ex-Service personnel of the Corps. Over 300 officers and men from all parts of the country will be arriving in Bangalore to participate in the Reunion celebrations.

Remote Corners

Today, thousands of officers and jawans of the Corps are working in the remote corners of the country from the rugged heights of Ladakh or the thick jungles of NEFA to the desert wastes of Rajasthan to ensure that their fellow jawans, sailors and airmen guarding the freedom of the country get their food, stores, ammunition, petrol, oil and lubricants adequately and in time.

They transport the supplies on vehicles, driving on dangerous roads at heights up to 14,000 feet or more, carry supplies on mules where no roads exist, and help the Air Force in dropping supplies in even more inaccessible areas.

Royal Indian Army Service Corps (as it was then known) units served in France, UK, Italy, Abyssinia, Eritrea, Sudan, Egypt, Libya, Cyrenaica, Palestine, Syria, Iran, Iraq, Russia, Greece, Arabia, Burma, Malaya, Borneo and Java and served in the battles of El Alamein, Keren, Kohima, Maungdaw and Mandalay.

During the War a very efficient Army Air Transport Organisation grew up, mainly under the executive control of the RIASC. In fact, the Wingate Long Range Penetration troops which infiltrated behind the Japanese positions and caused great damage to enemy communications were entirely maintained by air supply by the RIASC.

Glorious Record

Immediately after Independence, with a greatly reduced strength, the Corps had to take part in the Kashmir operations. Since then it has given glorious account of itself during the Chinese aggression in Ladakh and NEFA in 1962, and more recently during the Indo-Pak conflict in 1965. Four Vir Chakras, one Ashoka Chakra and two Sena Medals, besides many mentions in despatches, which were won by officers and men of the Corps bear ample testimony to the gallantry and devotion to duty of its personnel.

The Corps has also served in the cause of peace in Korea, the Gaza strip and in the Congo.

Serving in the Army Service Corps are Jawans from all parts of the country, in fact, almost every unit of the Corps presents today a composite, harmonious group of soldiers living and working together.

The jawans are trained at its two centres, in Bangalore and Meerut. The Bangalore Centre, established in 1947, is the younger one though bigger.

On December 8, 1950, the President of India accorded his approval for the use of the State Emblem (Ashoka Lion) in the Corps Crest, badges and buttons. In commemoration of this occasion, that day has been celebrated by the ASC as its Corps Day every year.

A party of newsmen on Thursday saw an impressive rehearsal of the ceremonial parade to be held on December 8. Col Pirbhu Dayal, Commandant, ASC Centre, commanded the parade which was watched among others by Brigadier HL Sodhi, Deputy Director, Supply & Transport, Army Headquarters. and Lt Col Nair, Deputy Commandant.

Lt Col K Rajagopal took newsmen round the sprawling ASC Centre and showed them the various aspects of the training of an ASC jawan. The President of India will also dedicate a memorial in honour of the ASC personnel who had been killed in action on various fronts.

The Times of India, Dec 9, 1967

SERVICE CORPS RECEIVES NEW COLOURS

"The Times of India" News Service

BANGALORE, December 8 : The 207-year-old Army Service Corps was presented with new colours at a spectacular ceremony here today by the President and Supreme Commander of the Armed Forces, Dr Zakir Husain.

Priests drawn from different religions performed the consecration ceremony.

Simultaneously with the colour presentation was held the first post-World War reunion of serving and ex-service personnel of the Corps.

Praising the services of the Corps, the President said that it was the biggest logistics complex and the largest service. Its sphere of activity included the carriage of all sinews of war and provision and delivery of rations to troops located along the snowbound tracts of the Himalayan ranges, nearly inaccessible spots in the NEFA and Nagaland, deserts of Rajasthan or anywhere in the country and across the borders when necessary. The troops must be fed and maintained at all times every day of the year regardless of enemy fire or natural hazards.

Debt of gratitude

The President recalled the beginnings of the Army Service Corps and touched on how it had grown into a compact, well-knit, disciplined and highly efficient organisation of the Army.

"You have never let your comrades down whenever and wherever the call came and, therefore, they owe you a real debt of gratitude."

Dr. Husain remarked that in all emergencies, either because of natural calamities when the services were pressed to aid the civil authority or in operations to meet aggressive designs of the enemy, there was a natural tendency to forget the role played by the unassuming, untiring, self-less animal transport or the mechanical transport driver who smilingly carried all the logistic requirements against all odds.

"The duties that you perform cover far more than what is indicated by your title. You may lack the glamour and sing-song which follows the successful conclusion of any operation but yours is a noble and honoured role of dedicated devotion to duty carried out, in an unobtrusive manner."

The motto selected by the Corps "Seva Asmakam Dharma" (Service is Our Creed) was apt, the President said.

The Hindustan Times, Dec 9, 1967

President praises Army Supply Corps

Bangalore, Dec 8 (PTI)—The President, Dr Zakir Husain, complimented the Army Service Corps (ASC) for its past record of sacrifice and glorious achievements and hoped the colours he was presenting to it today would inspire it not only to live up to the past traditions but improve upon them and bring honour and safety to the country.

The President said that with a modern army the quantum and type of logistic support had expanded beyond recognition and the onus for fulfilling this most important responsibility devolved on the services.

From all accounts, the President said, he found that the ASC had done a marvellous job stretching over almost 200 years. Having started as the administrative component of the Army in 1760, it had grown into a compact well-knit, disciplined and highly efficient organization of the Indian Army.

The Hindu, Dec 9, 1967

President Presents Colours to Army Service Corps

From Our Correspondent

The President, Dr Zakir Husain, who is the Supreme Commander of the Armed Forces, presented here today the new colours to the Army Service Corps the biggest logistics complex and the largest service.

In a speech on the occasion, the President said: "It gives me great pleasure to be here today to present the colours to you—the Army Service Corps. With a modern army the quantum and type of logistic support has expanded beyond any recognition and the onus for fulfilling this most important responsibility devolves on the services. You are the biggest logistics complex and the largest service. Your sphere of activity includes the carriage of all the sinews of war and the provision and delivery of rations to troops located along the snow-bound tracts of the Himalayan ranges, the nearly inaccessible points in NEFA and Nagaland, the deserts of Rajasthan, or for that purpose anywhere in the country and across the borders when necessary due to exigencies of national defence. The troops must be fed and maintained at all times, every day of the year, regardless of enemy fire, or natural hazards."

The President added: "From all accounts, I find that your organisation has done a marvellous job stretching over almost 200 years. Having started as the administrative component of the army in 1760, you have grown into a compact well-knit, disciplined and highly efficient organisation of the Indian Army. You have never let your comrades down whenever and wherever the call came, and therefore, they owe you a real debt of gratitude."

"In all emergencies", the President said, "either because of natural calamities when services are pressed into the aid of civil authority, or in operations to meet the aggressive designs of the enemy, there is a natural tendency to forget the role played by the unassuming, untiring, selfless animal transport, or mechanical transport driver who smilingly carries all the logistic requirements over all the hazards of climate, terrain or the enemy, against all odds. The duties that you perform cover more than what is indicated by your title. You may lack the glamour and the sing-song which follows the successful conclusion of any operation but yours

is a noble and honoured role of dedicated devotion to duty, carried out in an unobtrusive manner. You have very aptly selected your motto 'Sewa Asmakam Dharma' i.e. 'Service is is our creed'."

"It is my earnest hope," Dr Zakir Husain said, "that the colours that I havè the honour of presenting to you as a symbol of your past record of sacrifice and glorious achievements will further inspire you not only to live up to the past traditions, but improve upon them, and bring honour and safety to the country."

Indian Express, Dec 9, 1967

Colours presented to Army Corps

By a staff Reporter

President Zakir Husain this morning presented new colours to the ASC Centre (South), the biggest logistics complex and the largest defence service organisation in the country.

In a function held amidst a sharp drizzle, the President complimented the Corps for doing a "marvellous job" stretching over almost 200 years.

With a modern army, he said, the quantum and type of logistic support had extended beyond all recognition and the onus for fulfilling this most important responsibility devolved on the services.

The sphere of activity of the ASC Centre, including the carriage of all the sinews of war and the provision and delivery of rations to troops located along the snow-bound tracts of the Himalayan ranges, the nearly inaccessible points in NEFA and Nagaland, the deserts of Rajasthan or anywhere in the country and across the borders when necessary, due to exigencies of national defence, was commendable.

In all emergencies, Dr Zakir Husain remarked, either because of the natural calamities when the services were pressed into the aid of civil authority or in operations to meet the aggressive designs of the enemy, there was a natural tendency to forget the role played by the unassuming, untiring, selfless animal transport or mechanical transport driver who smilingly carried out all the logistic requirements over all the hazards of climate, terrain or the enemy, against all odds.

They may lack the glamour and the sing-song which followed the successful completion of any operation, but theirs was a noble and honoured role of dedicated devotion to duty,

carried out in an unobtrusive manner. They had very aptly selected the motto: "Seva Asmakam Dharma".

The President said he was honoured to present the new colours to the Corps and hoped that they would further inspire them not only to live up to the past traditions but improve upon them and bring honour and safety to the country.

There was a colourful parade as part of the celebrations.

Sainik Samachar, Dec 24, 1967

President Presents Colours To Army Service Corps

The President, Dr Zakir Husain, presented colours to the 207 year old Army Service Corps, the oldest and the largest service in the Indian Army, at an impressive ceremony at the Southern Centre of the Corps at Bangalore on December 8.

Presenting the Colours—a consecrated silken flag—as a symbol of "past record of sacrifice and glorious achievements", Dr Zakir Husain exhorted the Corps to live up to the traditions and improve upon them, bringing honour and glory to the country.

Prior to presentation by the President, the Colours were consecrated on a pile of drums ceremoniously by a Pandit, a Granthi, a Moulvi and a Padri.

Lieutenant S S K Raheja. a young officer of the ASC, received the colours, kneeling, from the President, to the cheers of thousands of citizens of Bangalore and over 600 officers and Jawans who were on parade.

The colour presentation over, the impressive parade commanded by Col Pirbhu Dayal, the Commandant of the ASC Centre (South), marched past the saluting base, proudly led by the new colours.

Present at the ceremony were the Governor of Mysore, Mr G S Pathak; the Chief Minister, Mr Nijalingappa; Gen K M Cariappa, the first Indian Commander-in-Chief of the Indian Army, Lt Gen Moti Sagar, GOC-in-C, Southern Command; Maj Gen P S Chowdhury, the Senior Colonel Commandant and the first Indian Officer to join the ASC, Air Marshal P C Lal and senior officers of the Army and the Air Force.

The President, later, met over a hundred retired pensioners who had

gathered on the historic ceremony.

A barakhana was held at the Centre as part of the Reunion celebrations. Maj Gen Chowdhury, the Senior Colonel Commandant, placed a wreath on the new War Memorial to commemorate the personnel of the Corps who laid down their lives during operations.

Deccan Herald, Dec 9, 1967

New colours presented to ASC

President Zakir Husain presented new colours to the Army Service Corps in Bangalore on Friday.

In a prepared speech, the President, who is also the Supreme Commander, said that it was his earnest hope that the colours, a symbol of their past record of sacrifice and glorious achievements, would further inspire the ASC not only to live up to the past traditions but improve upon them and bring honour and safety to the country.

" You are the biggest logistics complex and the largest service. Your sphere of activity includes the carriage of all the sinews of war and the provision and delivery of rations to troops located along the snow-bound tracts of the Himalayan ranges, the nearly inaccessible points in NEFA and Nagaland, the deserts of Rajasthan or for that purpose anywhere in the country and across the borders when necessary due to exigencies of national defence ".

Marvellous Job

" From all accounts, I find that your organisation has done a marvellous job stretching over almost 200 years. Having started as the administrative component of the Army in 1760, you have grown into a compact, well-knit, disciplined and highly efficient organisation of the Indian Army. You have never let your comrades down whenever and wherever the call came, and, therefore they owe you a real debt of gratitude ".

" In all emergencies, either because of natural calamities when Services are pressed into the aid of civil authority or in operations to meet the aggressive designs of the enemy, there is a natural tendency to forget the role played by the unassuming, untiring, selfless animal transport or mechanical transport driver who smilingly carries all the logistic requirements over all the hazards of climate, terrain or the enemy, against all odds ".

"The duties that you perform cover far more than what is indicated by your title. You may lack the glamour and the sing-song which follows the successful conclusion of any operation but yours is a noble and honoured role of dedicated devotion to duty, carried out in an unobtrusive manner. You have very aptly selected your motto 'Seva Asmakam Dharma', that is 'Service is our creed".

Indian Express, Dec 8, 1967

Maj Gen P S Chowdhury, Senior Colonel Commandant of the Army Service Corps, distributed prizes to winners.

The fully-packed Army Stadium saw that the very first race—100 metres—producing a close finish by ASC (South) M S Naidu from R N Roy of the same division.

But Western Command's M Rajan captured the day's honour when he smashed the existing Services record in the High Jump. His winning jump of 6 feet 1 inch, bettered old record by half an inch, which was the only record of the meet.

A S C Centre (South) win Reunion Athletic Trophy

Express Sports Reporter

The Bangalore Centre of Army Service Corps won the Reunion Athletic Trophy here this afternoon scoring 80 points, a clear lead of 38 points over their nearest rivals, the Western Command ASC team.

Six teams participated in the colourful meet, which was held in the Centre Sports ground. The other teams and scores were: ASC Centre (North) 40; Central Command 19; Southern Command 18 and Eastern Command 9.

Gurmail Singh of ASC (South), possessing a fund of energy, completed a splendid field double winning shot put and discus throw.

It was a bad day for P P Singh of ASC (South) who came third in the 1,500 metres. Leading from the start, P P Singh unluckily fell down at the third bend of the last round and could not do anything against Surinder Singh of ASC (North) who finished first.

Apart from the track and field

events, the meet had entertaining programmes with mass P T display by school children, chicken chase for ex-servicemen, sack race, motor cycle display and beating the retreat.

Deccan Herald, Dec 8, 1967

ASC Centre (South) celebrate reunion sports with string of victories

Had not L Nk R P Singh tumbled at the last stage of the 1,500 metres, the ASC Centre (South) would have made a clean sweep of the track events in the first Reunion Day Sports of the Army Service Corps.

This cool and windy Thursday afternoon and evening at the ASC Centre (South) stadium will long be remembered, not only for the Sports but also the Pagal Gymkhana that followed it.

It started with the booming of guns with colourful balloons floating across and over the ground as if trying to match the rainbow-coloured scene, of women clad in bright-coloured saris and salwar kamiz seated on the western stands, looking like varied coloured splashes of paint on an artist's canvas amidst the olive green clad men of the ASC.

Then, as if the trigger was set for action, six trumpeters on the roof of the archway. signalled the start of the day's sports and in marched the ASC Centre South and North Pipe and Brass Bands adding another splash of colour with their smart dress. They were followed in by Southern, Western, Central and Eastern Commands, the Centres North and South in a smart March Past at which Maj Gen Ajit Singh, Director of Supplies and Transport, Army Head-quarters, took the salute.

The meet was on and Sep Rama Rao was not only the first in the 100 metres but also in the winning ranks. He streaked down the cinder track in 11 seconds with team-mate Sep R L Roy finishing second. This started ASC Centre (South) on to a winning vein on the track.

L Nk R P Singh led for two laps in the 1,500 metres. Then Northern's Suriender Singh assumed command. R P lay handy and coming to the 200 metre curve he made his bid but the moment he hit the front he tumbled, and though he

cleverly somersaulted on to his feet again he had lost precious strides and strained himself. Northern's runner went on to win.

The South's relay squads were just too good for the opposition but on the field, Western's Lt M Rajan leaped away with one of the jumps and created the day's only new record. With a leap of six feet one inch he bettered the South Command's height by half an inch.

Husky Gurmail of the South was best with the shot and discus and when the athletics concluded, ASC Centre (South) emerged team champions with 80 points; followed by Western with 42; Centre North 40; Central Command 19; Southern Command 18 and Eastern Command 9.

After the tea break came entertainment in the Pagal Gymkhana which was truly superb. It started with a mass P T display by tiny girls and boys of the ASC Centre (South) School which was so smart in timing and rhythm that it augurs well for the future of this Centre when these youngsters step into the shoes or boots of their fathers.

A merry chicken chase by ex-servicemen provided ample room for laughter galore. Then came a motor cycle display, which may sound unbelievable but, was yet so true. These riders were like gymnasts but with a big difference, they performed on fast-moving motor cycles. They were as much at home on their bikes as they would have been at a 'burra kana'. And Naik Xavier, may have been dressed for the occasion like a clown but what he did on his bike on the bumpy inner ground was truly magnificent. And if this was not enough they went around, using a motor cycle as if it were a bus, carrying nearly a dozen in a lotus formation, a lotus that kept on opening and closing. The grand finale came with leaps over a water ditch and through a hoop of fire.

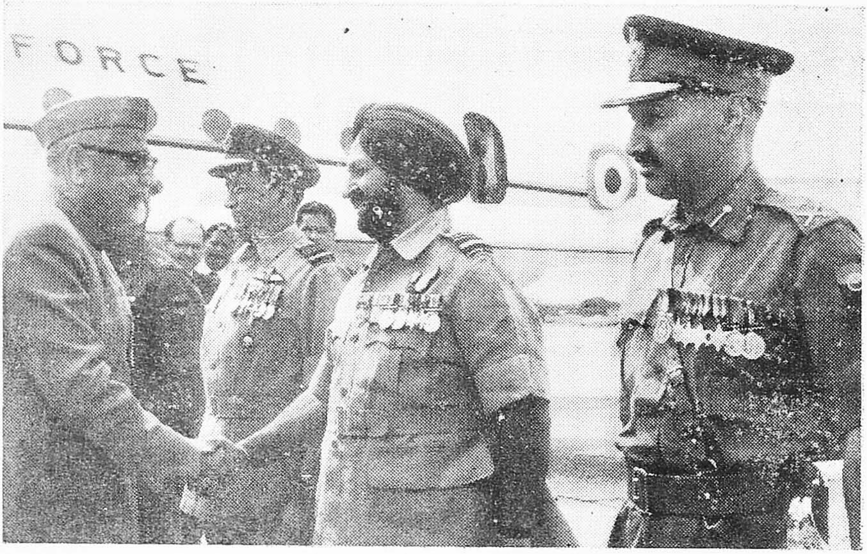
Following the prize distribution by Maj Gen P S Chowdhury, retired, senior Colonel of Army Service Corps, the Brass Bands played Quick and Slow Marches and Cradle Song while the Pipes went through the so-pleasing Highland Reel and Strathpeys' Louden's Bonnie Woods and Braes.

This Meet, one of perfect planning, superb and methodical organisation spoke ever so highly of those responsible for it. It came to a close with the Beating of the Retreat.

REUNION in pictures

The President presents the **Colours**

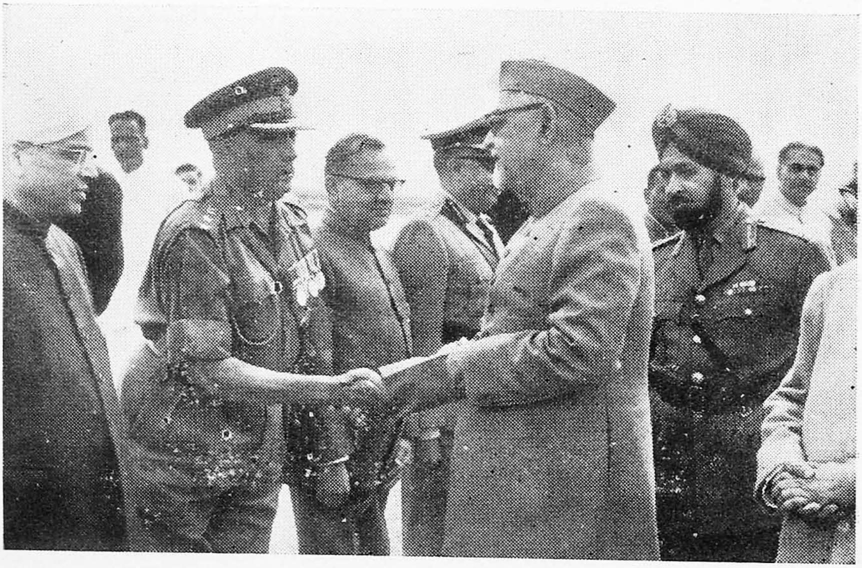
The Coveted Honour goes to Lt Raheja



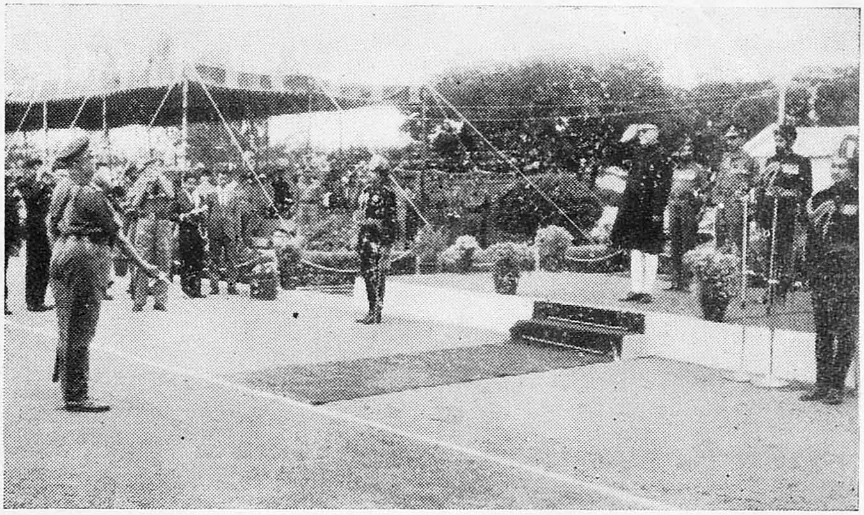
...... *VIPs*

The President is received at the airport

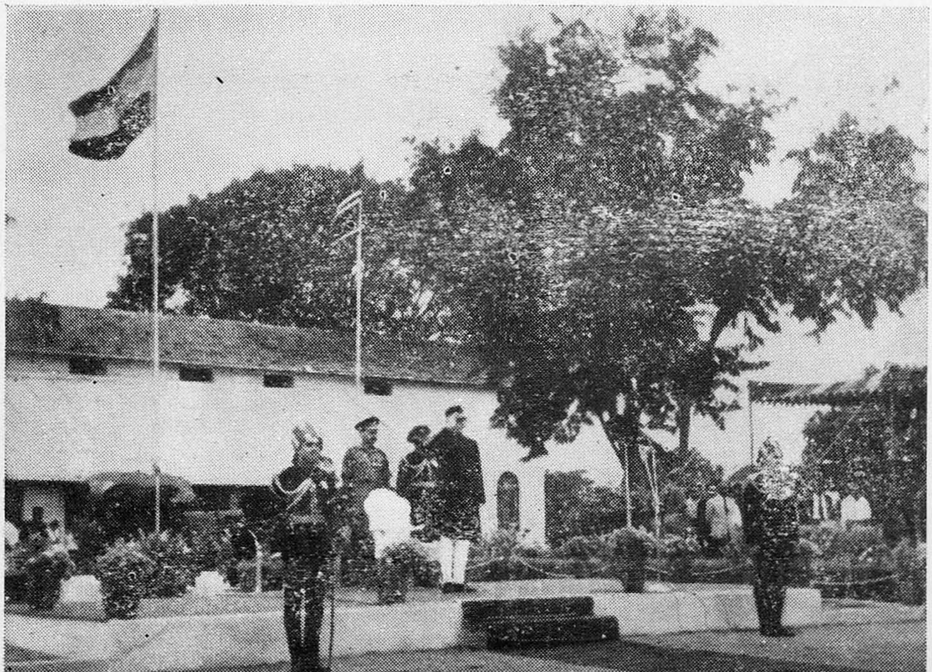
...... *Centre Commandant*



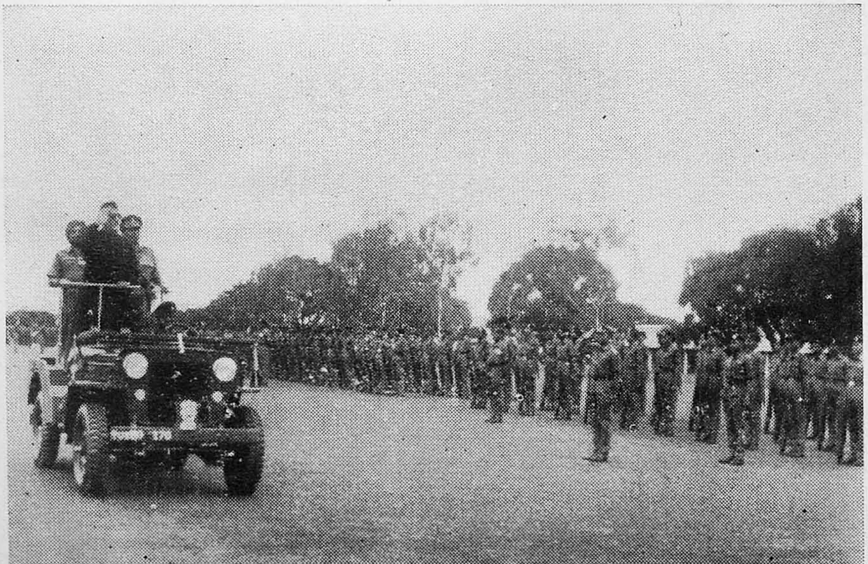
COLOUR PRESENTATION CEREMONY

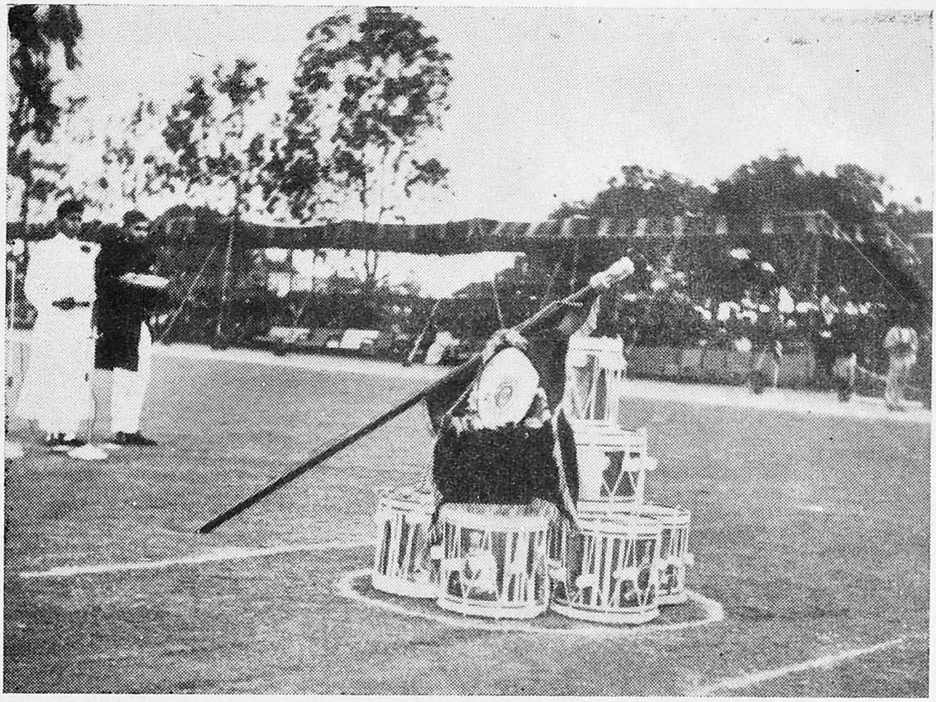


The report is given by the Parade Commander



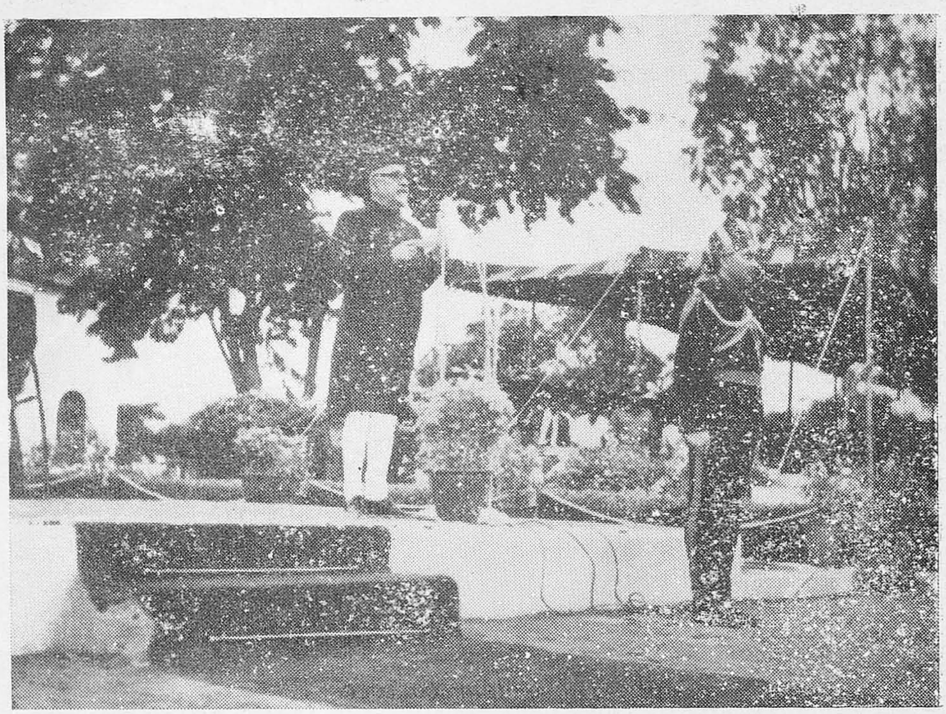
The review





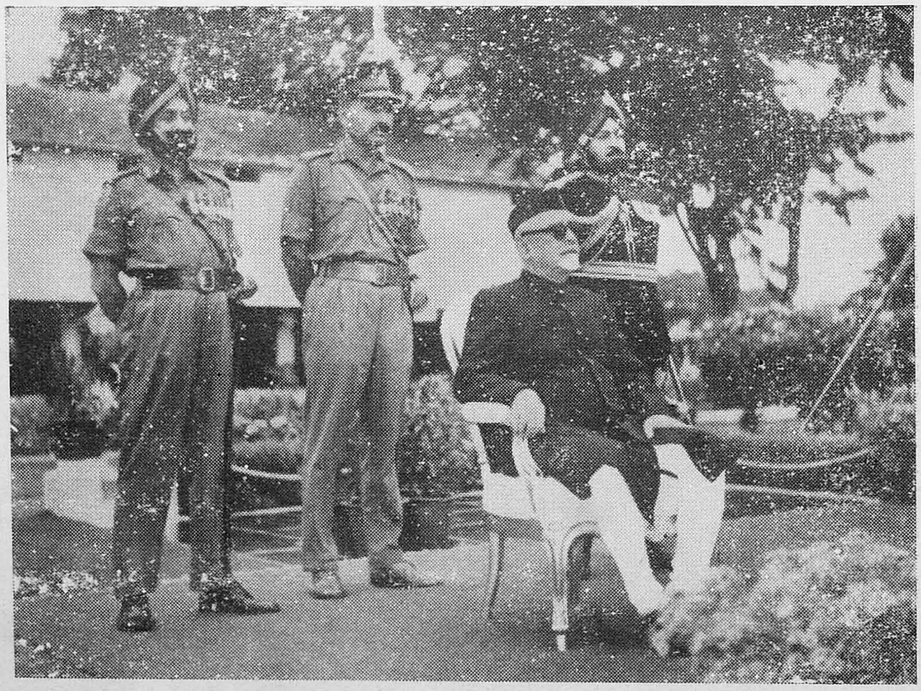
The Colour consecration

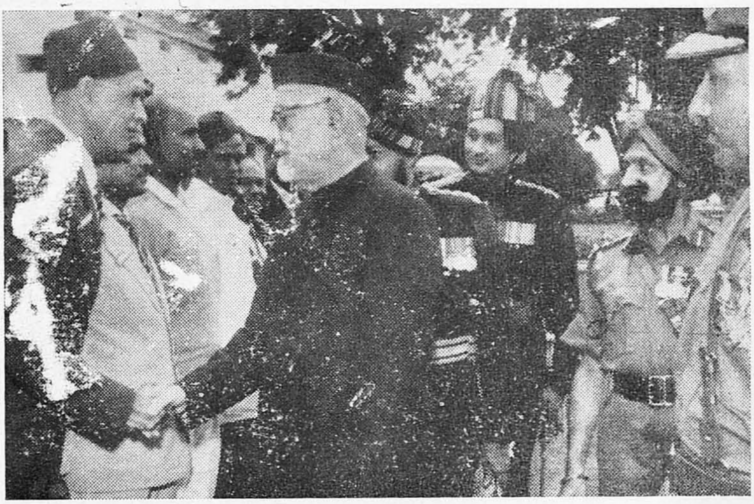
After presentation



The President's address

The President watches the ceremony



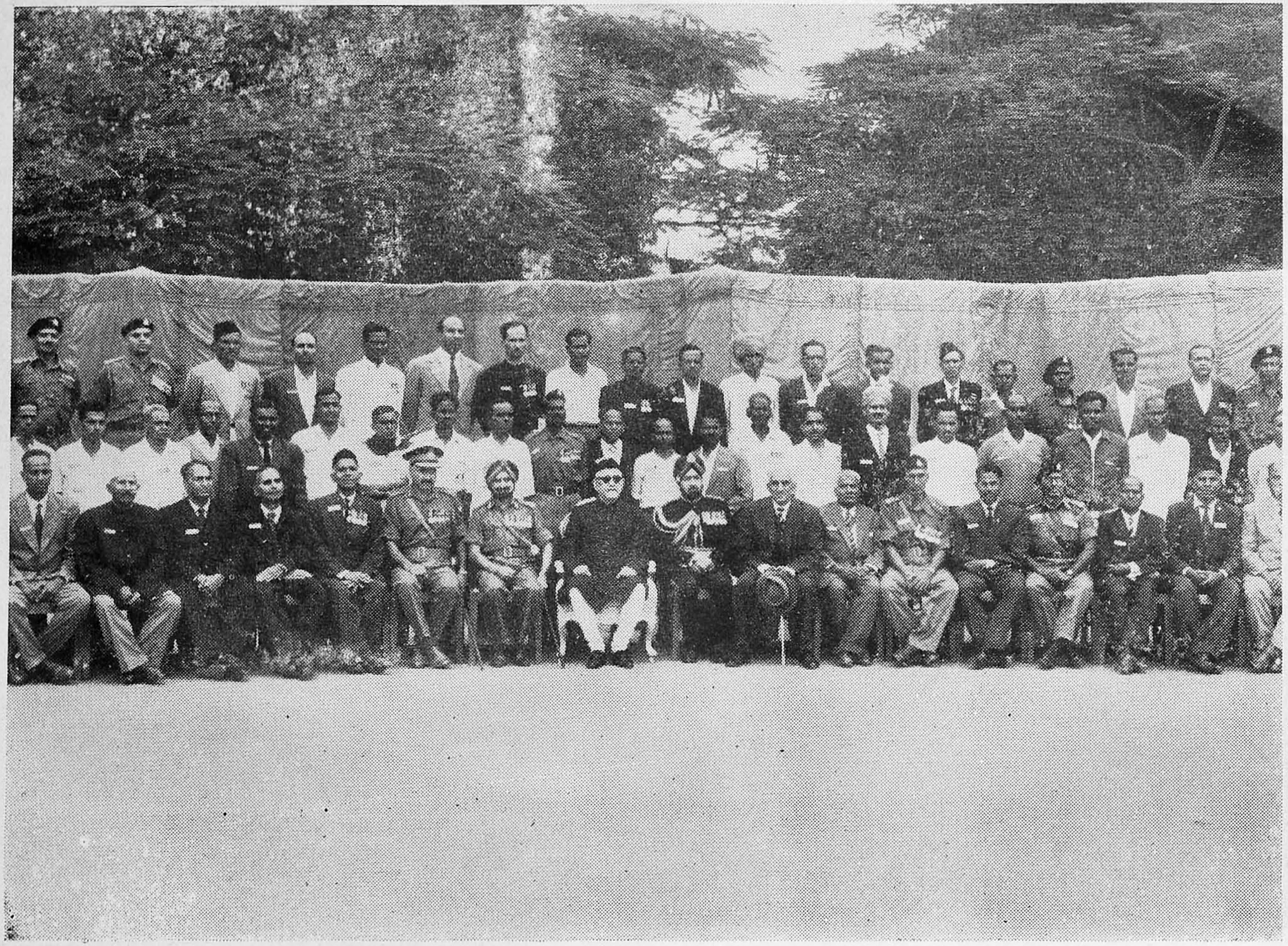


with ex-servicemen

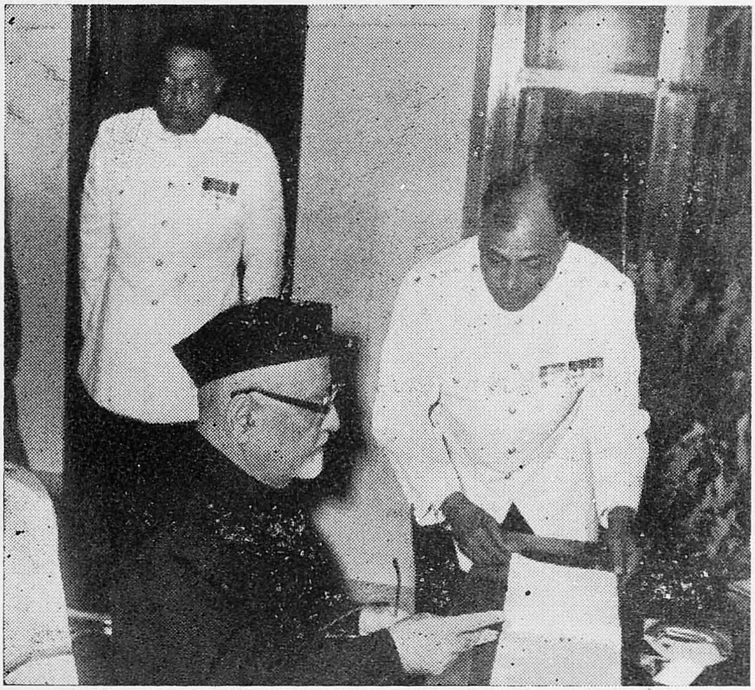
in Nursery

in Children's School

THE PRESIDENT WITH EX-SERVICEMEN

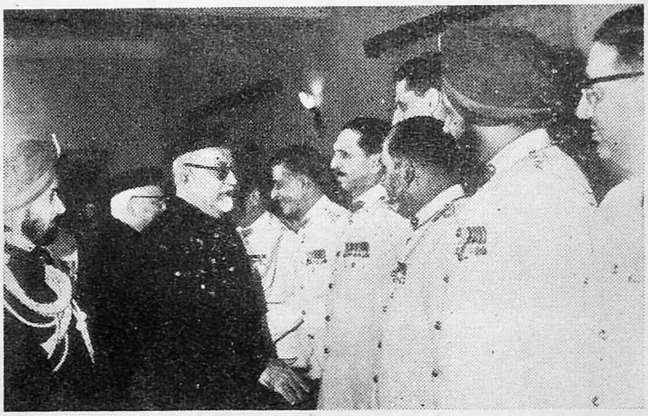


THE REUNION DINNER

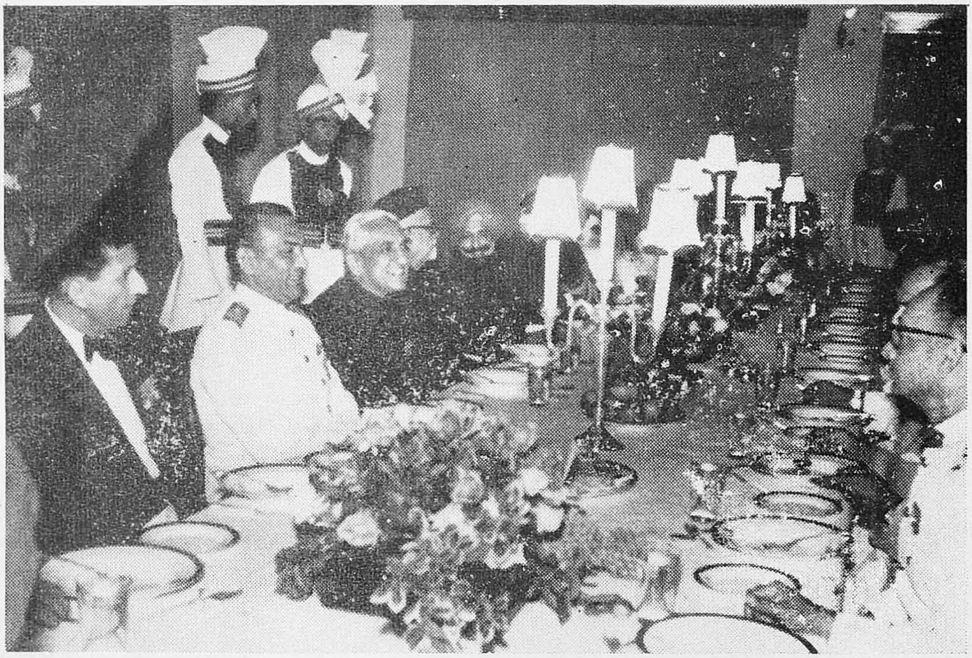


signs the Visitors' Book

introduction

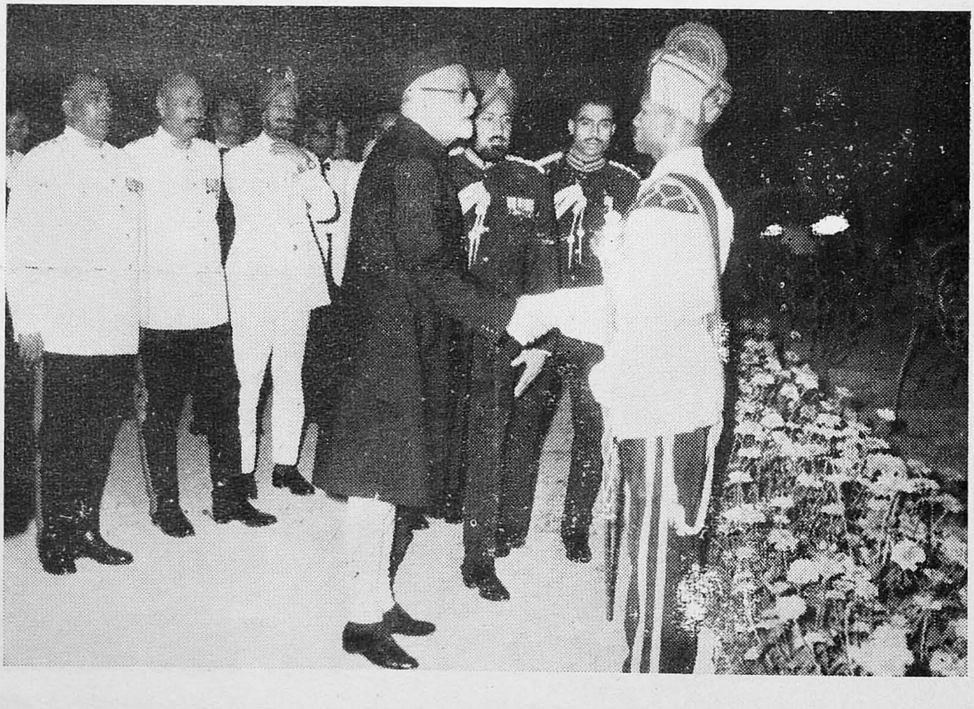


distinguished gathering



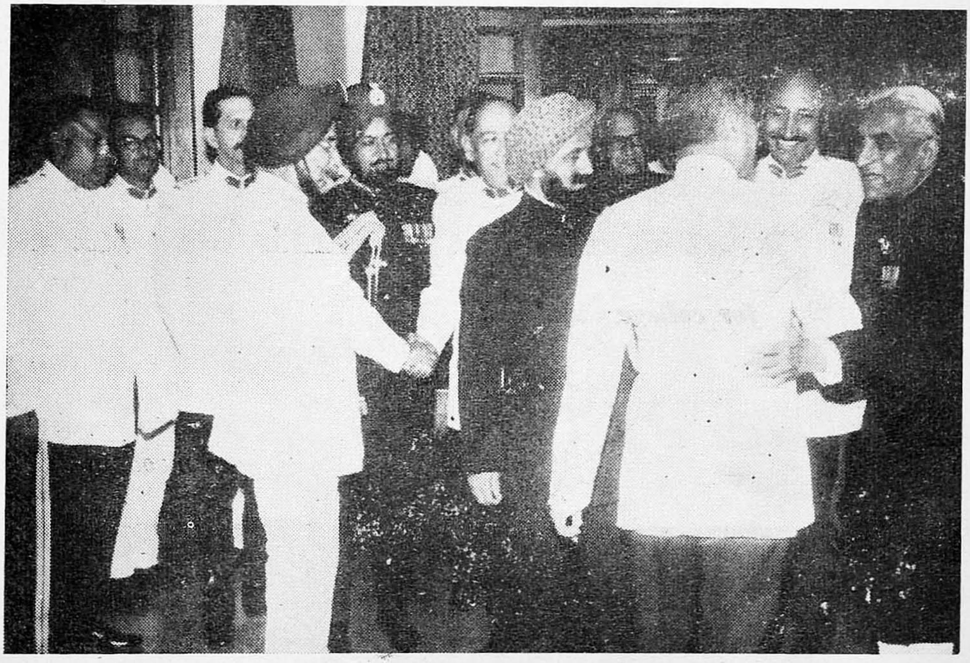
at the dinner table

meeting the Pipe Major Hav Vincent



admiring the music

Old stalwarts exchanging notes

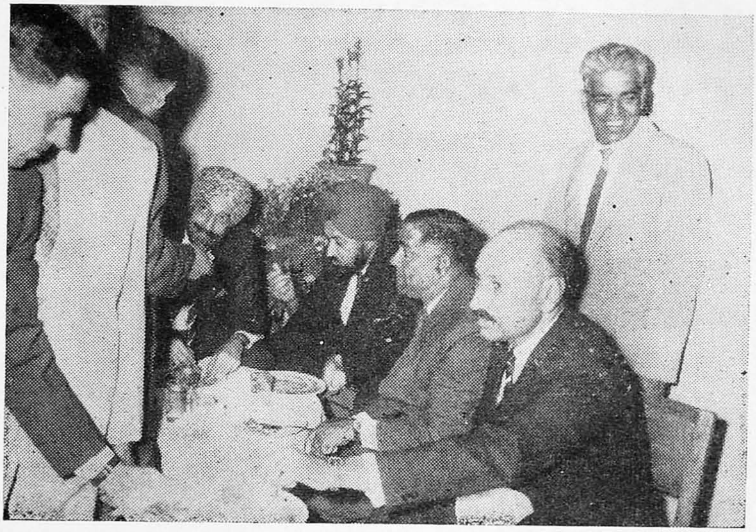


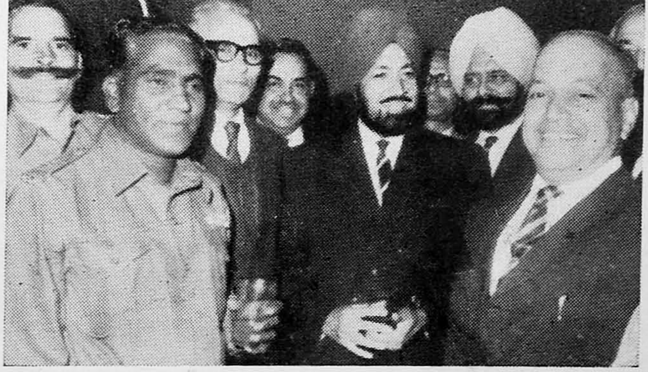
CORPS DAY DINNER

for college days' sake

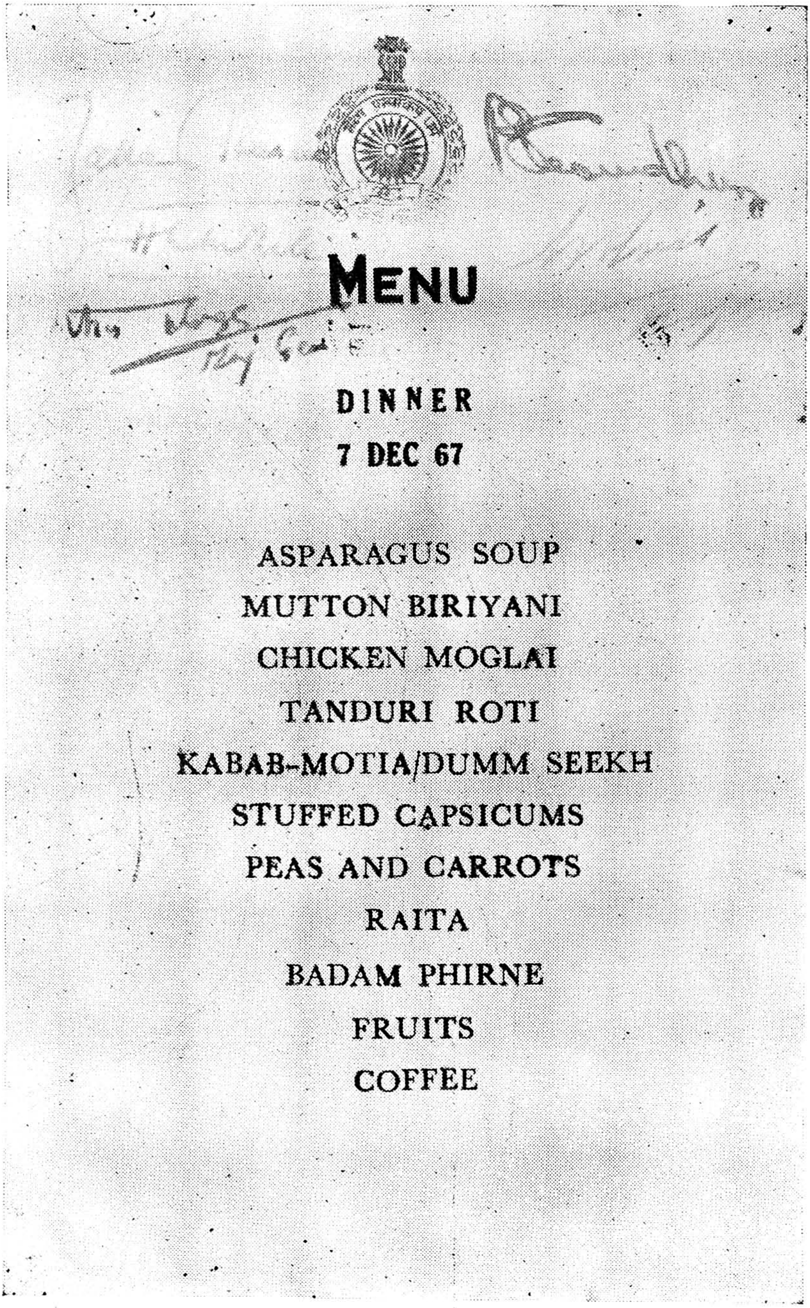
gay mood in JCOs' Mess

J C Os' M E S S FUNCTION





THE HISTORIC



MENU

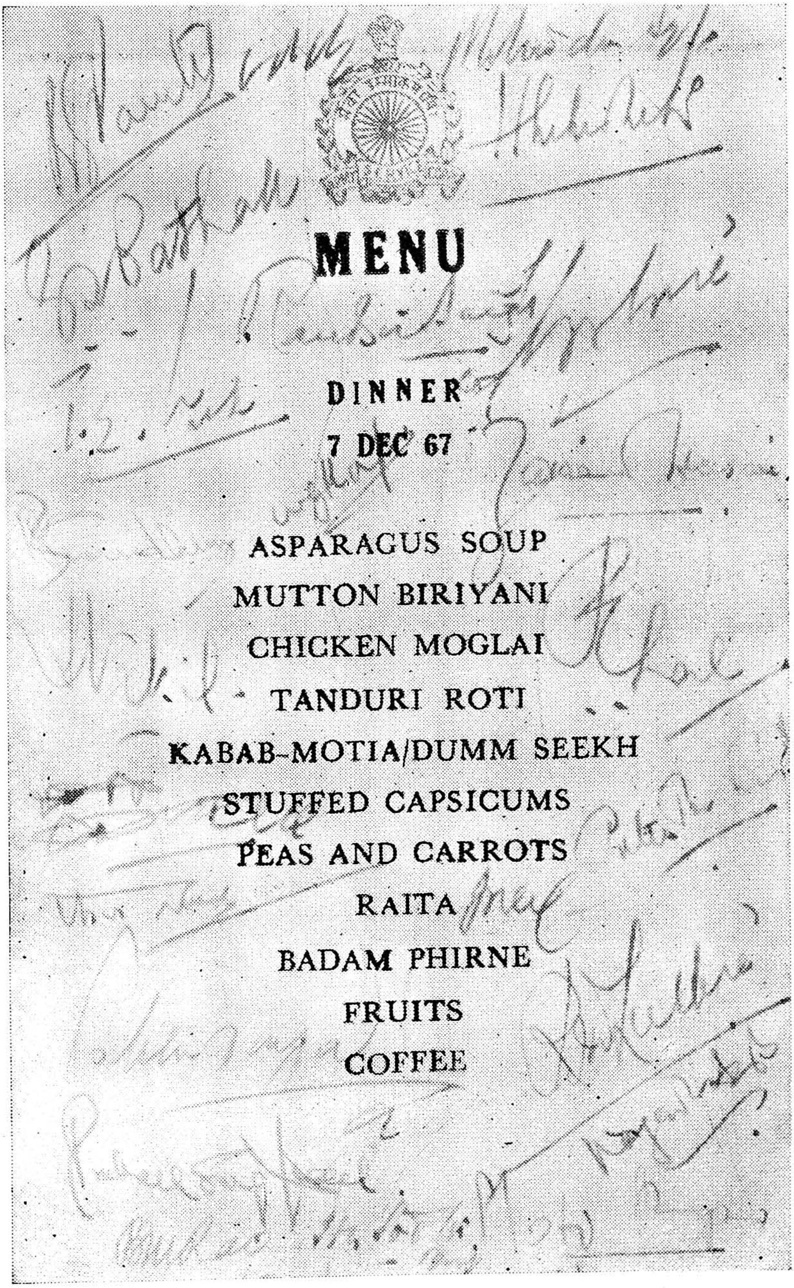
DINNER

7 DEC 67

ASPARAGUS SOUP
MUTTON BIRIYANI
CHICKEN MOGLAI
TANDURI ROTI
KABAB-MOTIA/DUMM SEEKH
STUFFED CAPSICUMS
PEAS AND CARROTS
RAITA
BADAM PHIRNE
FRUITS
COFFEE

with autographs of the Supreme Commander and Colonels Commandant

MENU CARDS



MENU

DINNER

7 DEC 67

ASPARAGUS SOUP

MUTTON BIRIYANI

CHICKEN MOGLAI

TANDURI ROTI

KABAB-MOTIA/DUMM SEEKH

STUFFED CAPSICUMS

PEAS AND CARROTS

RAITA

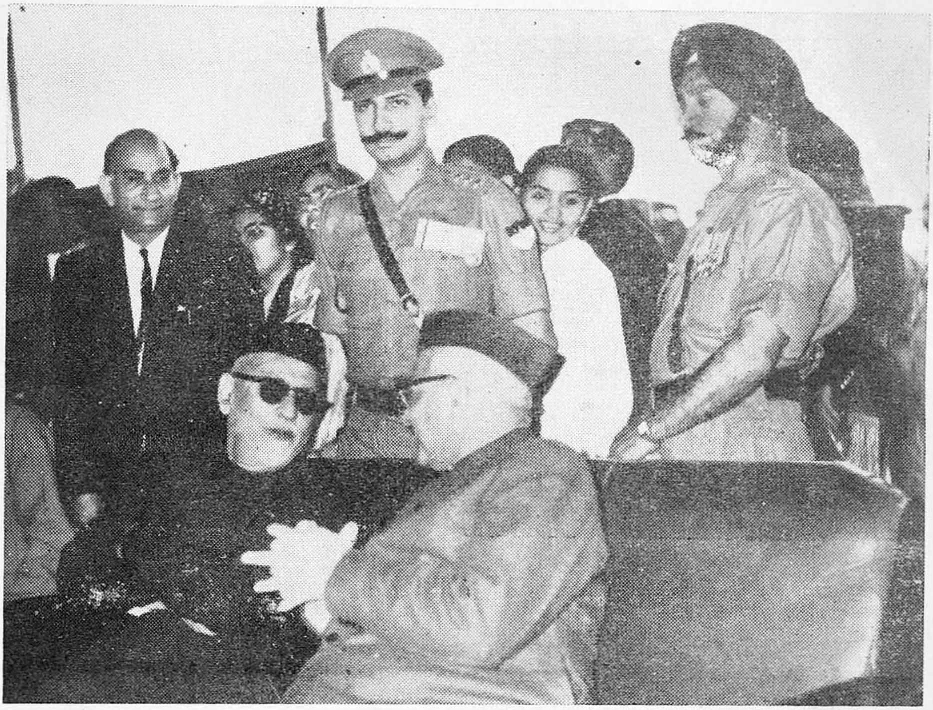
BADAM PHIRNE

FRUITS

COFFEE

with autographs of the Supreme Commander and Senior Officers

Wreath laying ceremony

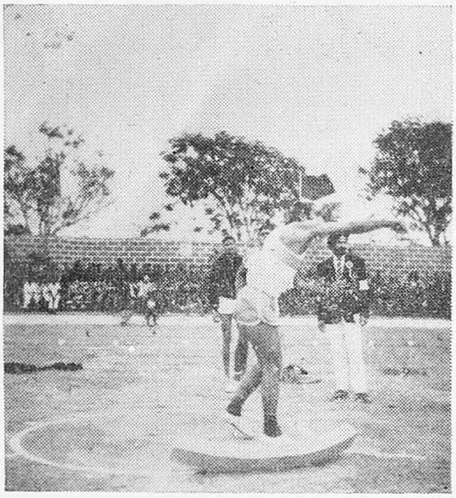


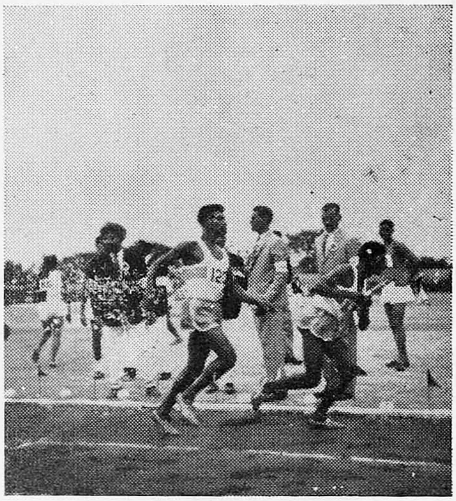
President talking to the Governor

Some more glimpses

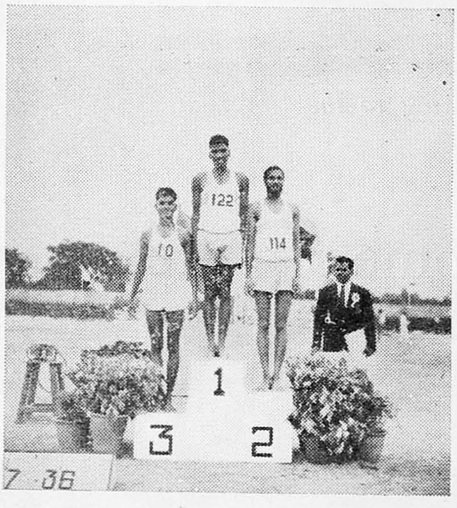
Senior Officers' Conference

S P O R T S

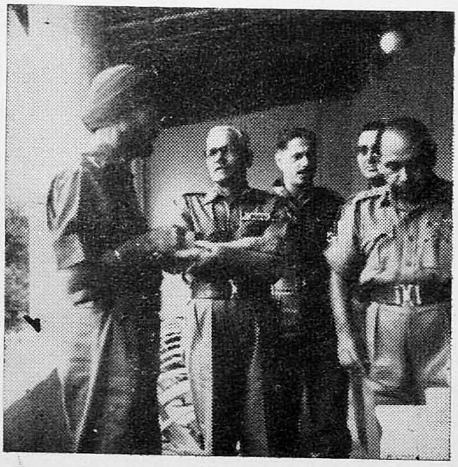




in action

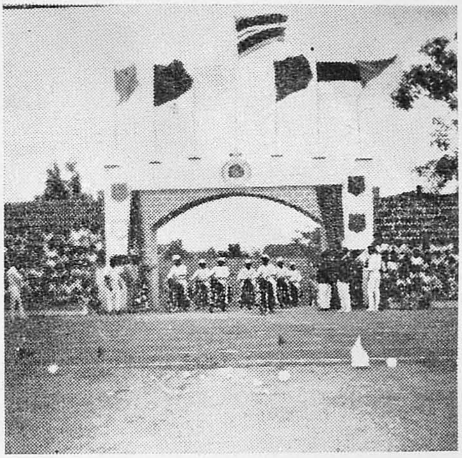


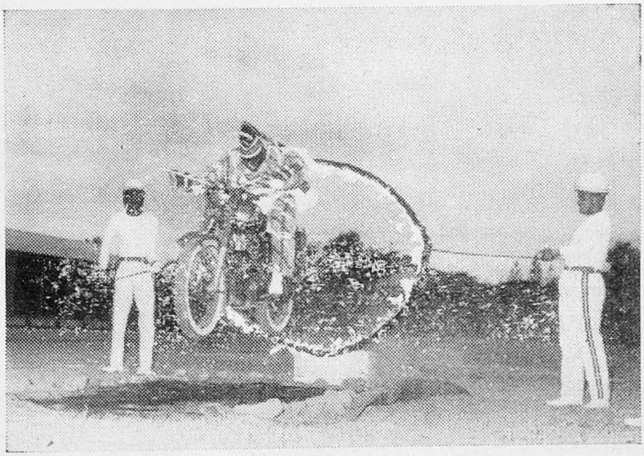
at the victory stand



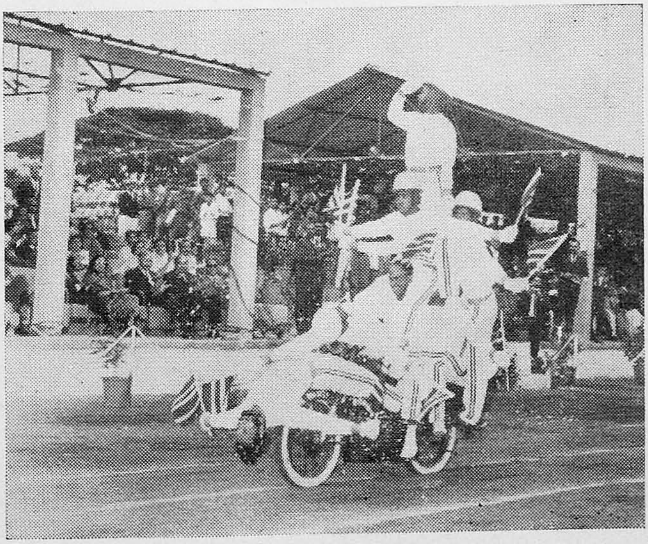
tea

M C Display

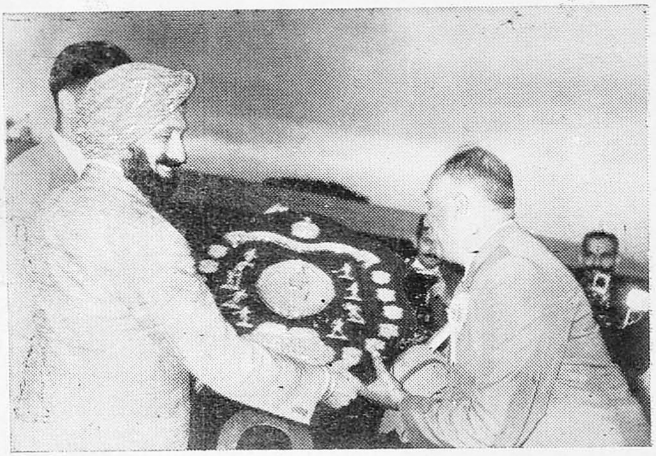




leap through a burning ring



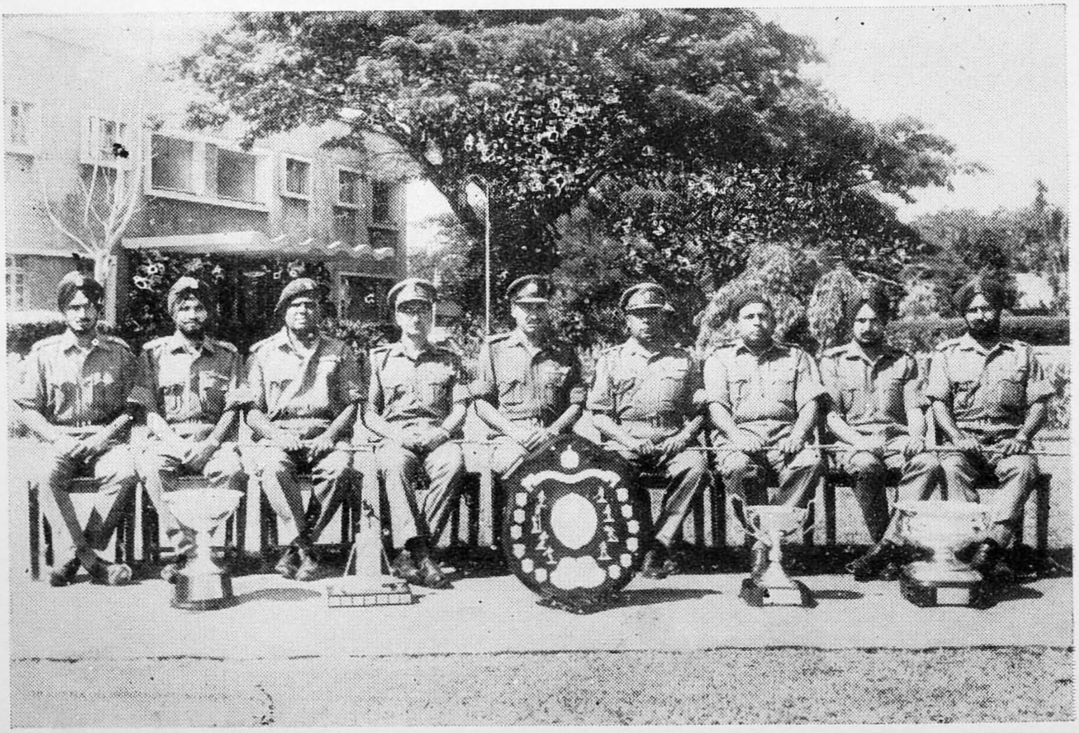
nine on one !



a befitting reward !

Championship goes to Centre (South)

bag of trophies



ASC SONG

ASC ke nau jawan, rakhenge Hind ki ham shan
Ham Hindi hain, hami Hindi hain, ham Hindi hain,
Ham Gorkhe Garhwali Marathi Bangali
Panjabi, Madrasi, Bharat ke ham niwasi
Nadi hon ya nale parwat hon barph wale
Barud vastr bhojan tatkal hain pahunchate
ASC ke nau jawan

Jahan marg ban gaya hai gari hamari chalti
Durgam pahar par bhi khachar hamari chalti
Jab jab bhi waqt aya kartaby hai nibhaya
Jab kuchh na ban para to wayu se hai pahunchaya
ASC ke nau jawan

Dushman ki kya hai himat jo samne ayega
Maidan men ye sipahi akhir tak larega
Sewa Asmakam Dharam Sewa Asmakam Dharam
Sewa Asmakan Dharam Sewa Asmakam Dharam
ASC ke nau jawan

Composed by : Col R S Dagaur

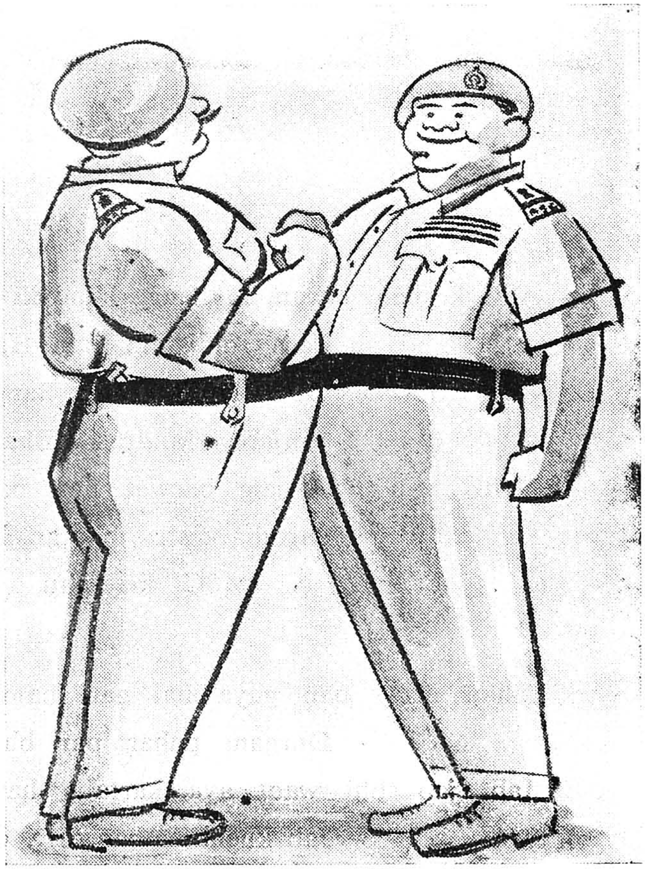
Music by : Nb Sub Lal Singh Khatri

PROFESSIONAL HAZARDS

SKETCHES

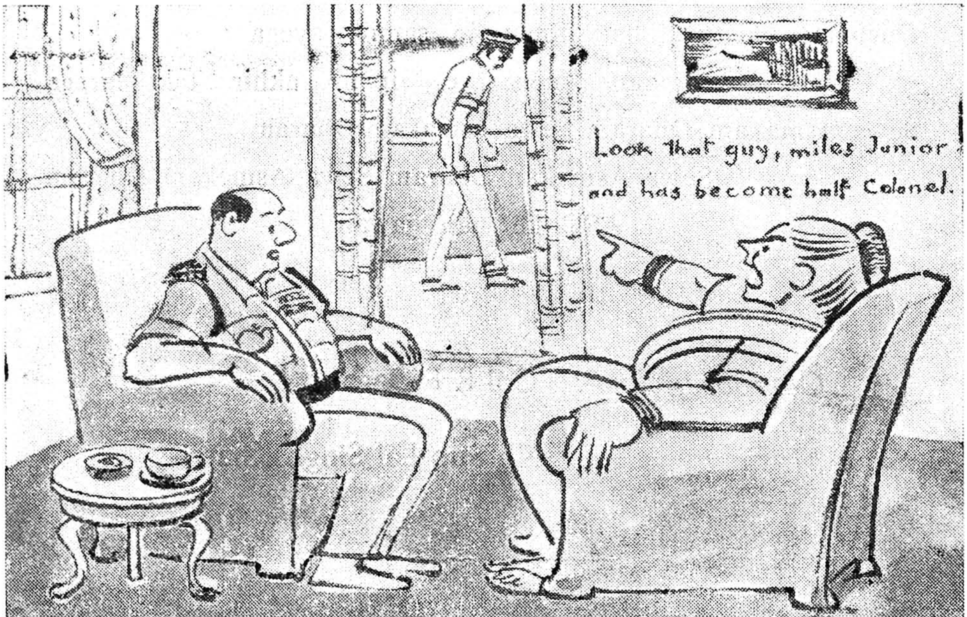
By

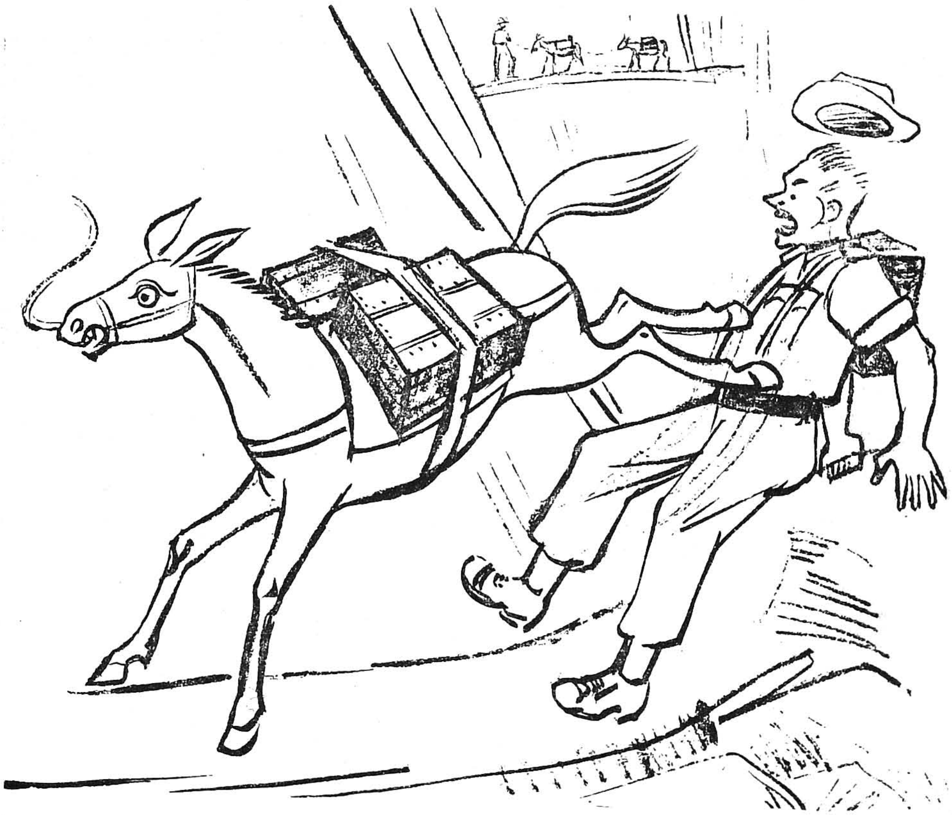
MENON



Reunion

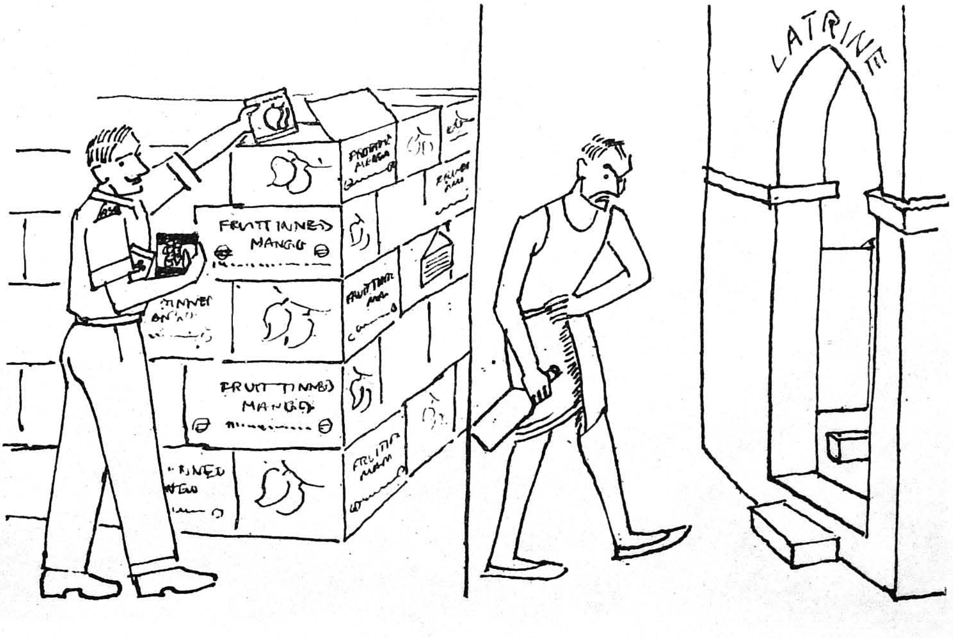
Promotion block





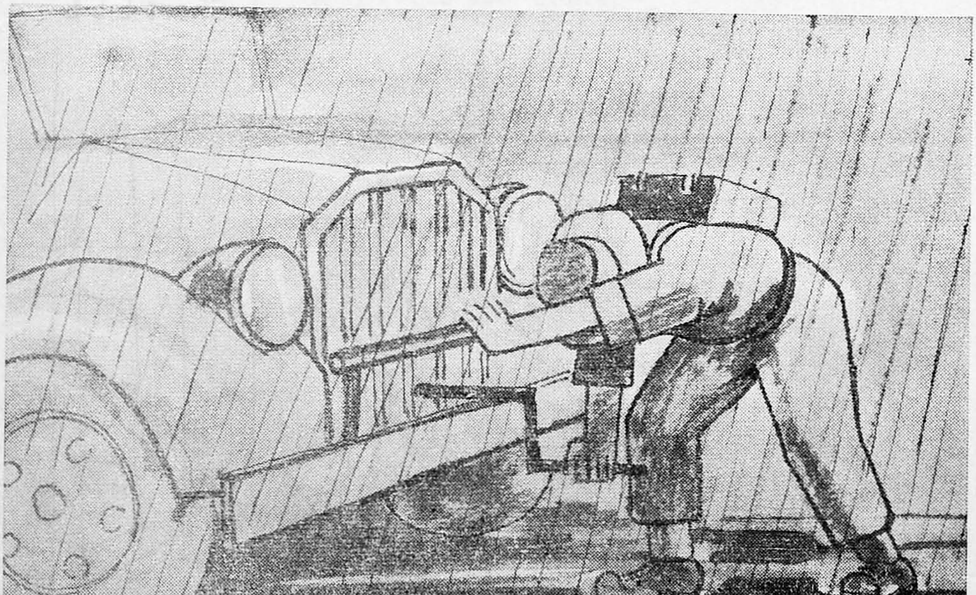
Animal management

Short E S L



Free drop

Vehicle maintenance



It was one of the best Parades I had seen for a long time. Everything went off like clock work. I saw nothing wrong at any time. It was all perfect. I felt very proud of our boys of the ASC.

My best wishes and blessings as ever to our great Corps—our Army Service Corps, of which you are today the Director.

(General K M Cariappa ex C-in-C to the DST)

My very very best congratulations to you—your officers—JCOs—NCOs and Jawans on the splendid Parade you had this morning. Everything went off like clock work. I saw NOTHING wrong. Your words of Command were very good—the arms drill and march past were both first class. The whole atmosphere at your Centre was superbly delightful. My coming all the way there late last evening — only to attend the Parade this morning and driving back here after the Parade was over—was well worth it.

VIPs SAY

(Reproduced below are extracts from Demi Official letters of some of the VIPs who attended the Reunion)

Yours was one of the best Parades I had seen in recent years. Please tell all your chaps—how proud I felt of you ALL. The heavy drizzle was unfortunate—but you chaps on Parade did not move an inch—very steady.

(General K M Cariappa to the Centre Commandant)

I was very greatly impressed with the excellent arrangements made for the Athletics. The meet was extremely well conducted and well organised. The Dinner in honour of the President was excellent. The food was good and the service first class. The Ceremonial Parade was

good, in spite of the rain.

Please accept my congratulations for the good arrangements and for the excellent Parade.

(Lieutenant General Moti Sagar, PVSM, GOC-in-C Southern Command to the Centre Commandant

It was a great day in the history of your Corps and it was a matter of privilege for me to be present for such a function.

I got the impression that the arrangements made for the Athletics were first class and that the Parade itself was very good.

(Lieutenant General Moti Sagar, PVSM to the DST)

I write to congratulate and thank you for the splendid work done by you and your boys—officers and all ranks alike—for the successful convening of our first Reunion and the Presentation of the Corps Colours.

You will undoubtedly appreciate that this was a signal honour to your Centre in that the first Reunion and our first ever Colours to be presented, should have been at your unit.

You have done splendidly well and I have nothing but praise and admiration for your team on whom the entire burden of administrative arrangements fell. More than anything else, I was much impressed by the cheerfulness—almost eager willingness in which you and your members of the team accepted heavy responsibilities which to me was very encouraging. I have no doubt in my mind that had it not been for your personal and Lt Col K P C Nair and Sub Maj K Sankaran Nair's contribution and the collective effort of the rest of your team, the various functions could never have gone off so well as they did. The parade was excellent, the arrangements made for athletics were equally first rate and the rest of the functions ran smoothly. The mess, the lines, parade grounds and athletic area conveyed an impression of orderliness and tidiness and their beauty was enhanced by planting of flowers and shrubs all over the area.

Judging by all accounts, the various functions were a great success and all of us claim a share in it, you, Lt Col K P C Nair and Sub Maj K Shankaran Nair in particular. Please convey my congratulations to all the members of your team.

(Major General Ajit Singh, the Director to the Centre Commandant)

ideas proposal legend

Maj J L Bahl

AT dawn on 8 Dec 1967 when a glorious chapter of our history was about to be completed by receiving first ever Corps Colours from our President Dr Zakir Husain, my mind lingered to the memories of my cadet days. When I was a cadet in the IMA in 1956 no award for the best cadet commissioned in the ASC was given, whereas other arms and services had some awards and prizes as incentive to attract young cadets to opt for a particular arm or service. In fact the feeling then amongst cadets was to dread the very thought of, leave aside, being commissioned in ASC. Although ASC was represented by a few officers on the instructional staff at IMA yet there was no incentive of any type to lure cadets to ASC. The fact was that a cadet who was being commissioned in ASC openly cried and disapprove the stroke of pen that decided his future career. He made all possible efforts to change to some other arm or service so that he could avoid going to the ASC. Alas ! there was no way for him to appreciate that the ASC was a good service with rich heritage and bright future.

It then weighed in my mind and I thought that some efforts should be made to introduce a prize for the best all round cadet being commissioned in ASC. A Godsent opportunity came my way in Oct 1956 when I met Colonel Gurcharan Singh, the then Commandant of ASC Centre (North), who was in Dehra Dun and was leading ASC Centre (North) Polo team to participate in Sirmur Cup Polo Match. During the break I ventured to express my feelings to this senior officer of the Corps whom I had the advantage of knowing earlier. I requested him earnestly

that he should do something and convince the Director of Supplies and Transport to institute an ASC prize for the best cadet being commissioned in ASC. It would not only create a good impression of the Corps but the name of the ASC would be heard on the passing out dinner nights alongwith that of other arms and services ; clapping that goes for the award winners echoes in the memory of an Army officer throughout his life. Colonel Gurcharan Singh readily agreed and said that he would putforth the suggestion to the Director at the 9th Senior ASC Officers' Conference which was scheduled to be held during November 56. Later I was happy to learn that this was one proposal which met no opposition and the Director very kindly requested the Chief of the Army Staff to institute an ASC prize for the best all round cadet being commissioned in the ASC.

The idea took a shape and materialised to coincide with two great occasions. Firstly, the prize was introduced on a historic day when the first President of India, late Dr Rajendra Prasad, took the salute at the passing out parade on 8 Dec 1956 and secondly, it happended to be the ASC Corps Day. It would be worthwhile to mention that the lucky winner of the first prize was the then cadet Sergeant (now Major) VK Bhargava. Echoes of the clapping heard at the time of this award on the passing out dinner on that memorable day, still lingers on; and now takes my mind to Bangalore where the thunderous applause at the time of the presentation of our Corps Colours by the third President of the Republic becomes yet another landmark in our history.

History is created by ideas, proposals and legend. People, howsoever small, have some part or the other in creating the history of an institution. The idea of an ASC prize was a stray thought in the mind of a cadet. Today when I see the galaxy of young officers coming to ASC I feel jubilant that at last the prize has started attracting the best cadets to the Corps.

In the far horizon a day is not far off when the President will be gracious enough to award us battle honours like infantry battalions in recognition of our heroic deeds. The President rightly said on the occasion of the colour presentation: 'You may lack the glamour and the sing-song which follows the successful conclusion of any operation, but yours is a noble and honoured role of dedication to duty, carried out in an unobstrusive manner.'

RESULTS OF REUNION SPORTS/GAMES

Team Games

GAMES	WINNERS	RUNNERS UP
Football	ASC Centre (North)	ASC Centre (South)
Hockey	ASC Centre (South)	Western Command
Volleyball	ASC Centre (South)	Southern Command
Basketball	ASC Centre (South)	ASC Centre (North)

High Jump

First	Lt	M Rajan	Western Command
Second	L/Nk	Viswanathan	Western Command

100 Metres Run

First	Sep	Rama Rao	ASC Centre (South)
Second	Sep	R L Roy	ASC Centre (South)

1500 Metres Run

First	Rect	Surinder Singh	ASC Centre (North)
Second	Hav	Damodaran	ASC Centre (South)

Shot Put

First	Hav	Gurmail Singh	ASC Centre (South)
Second	Sep	Gop Kumar	ASC Centre (South)

400 Metres Run

First	Sep	M S Naidu	ASC Centre (South)
Second	L/Nk	Fernandez	ASC Centre (South)

Hop, Step and Jump

First	L/Nk	S K Zauddin	ASC Centre (South)
Second	L/Nk	Vishwanathan	Western Command

RESULTS OF REUNION SPORTS/GAMES

5000 Metres Run

First	L/Nk	C Muniswamy	ASC Centre (South)
Second	Sep	Harbans Singh	ASC Centre (South)

Discus Throw

First	Hav	Gurmail Singh	ASC Centre (South)
Second	Lt	Verma	Central Command

4 x 100 Metres Relay

First	ASC Centre (South)
Second	ASC Centre (South)

4 x 400 Metres Relay

First	ASC Centre (South)
Second	ASC Centre (North)

Athletic Championship

ASC Centre (South)

Award of Corps Crest

Corps Crest for Hockey	...	Capt	B S Sandhu	—	ASC Centre (S)
		Capt	M R Khan	—	648 Tpt Coy
		Sep	Maxim	—	ASC Centre (S)
		Nk	Daud	—	ASC Centre (S)
Corps Crest for Volleyball	...	Hav	A Edwin	—	ASC Centre (S)
Corps Crest for Football	...	Hav	Venugopal	—	ASC Centre (S)
		Hav	Muthuraj	—	ASC Centre (S)
		Nk	Gour Mohan	—	ASC Centre (S)
Corps Crest for Wrestling	...	Nk	P D Singh	—	ASC Centre (S)
Corps Crest for Gymnastic	...	L/Nk	C C Reddy	—	ASC Centre (S)
Corps Crest for Boxing	...	Nk	N Govindan	—	ASC Centre (S)

GLEANINGS FROM THE CORPS HISTORY

Lt Col Daya Singh Baweja

OUR great Corps - the ASC - has a glorious past and eventful history. Unfortunately we are separated from this rich heritage on account of paucity of old records and lack of interest. Looking back through some of the moth-eaten pages we come across many interesting sidelights and, of course, quite a few paradoxes, which may perhaps be difficult to explain today; none-the-less, they provide an invaluable link with our past and a source of amusement.

The Old Name

We were then called, in 1810, the 'Commissariat Department.' This name was very suitable as may be seen from the dictionary meaning of the word 'commissariat': "The branch of the Army which provides food and supplies for the troops". The department in its initial stages was mainly responsible for feeding the forces, European and native, employed by the East India Company. There was another factor too. Transport in those days (consisting mainly of animals) was not an integral part of the department—it came much later-hence the name 'Commissariat Department' was fully respresentative and could not obviously have left any doubt or ambiguity as to our functions.

Yet it is surprising that despite this clear definition, the department was charged with a much wider field of responsibilities which had nothing to do with food and supplies or even transport. Few out of the many such odd duties are given below:

(a) Supply of quilts for Europeans.

(b) Looking after oil cloth factory at Monghyr.

(c) The charge of public ferry boats at certain military stations.

(d) Superintendence of sudder bazars.

(e) Repair and custody of public buildings at outposts.

No specific reason is forthcoming for this extra burden. The last item in particular, "repair and custody of public buildings at outposts"

appears strange especially when it is revealed that there was already a separate Barrack Department in existence. Why therefore 'Commissariat' and not 'Barrack Department' was asked to undertake the repair and custody of public buildings at 'outposts' remains a mystery. Possibly we were better organised or more established or may be it was our keenness and willing cheer which made us carry more.

All these odd duties are no longer with us. The appropriate branches of the army which have gradually developed have taken these over. However, if we wish to take pride in calling ourselves forerunners of Ordnance, Engineers, MES, Cantonment Boards and Remounts, we may perhaps be justified to some extent.

Changes in Title

Gradually an essential need for Corps transport began to be felt without which it was found increasingly difficult to carry out our functions of feeding the troops, especially so during the operations. Transport (both mechanical and animal) was consequently integrated with our Corps. This called for a change in designation and 'Commissariat' was replaced by 'Supply and Transport' (S & T) Corps in 1901.

This new title continued till 1923. The Corps was quite mature by now but surreptitiously there was some uneasiness about this name 'S & T', especially due to the word 'transport' as all army vehicles and animals were not the exclusive domain of our Corps. Bulk of the transport belonged to infantry, artillery and cavalry regiments which constituted their operational or first line element. Moreover, the Corps had nothing to do with inland water transport (IWT), and sea, air, or rail transport.

In view of this and perhaps some more reasons a new name came to be considered. It was decided to make it simple and call ourselves a 'Service': IASC (1923), RIASC (1935) and ASC (1950). This name is a legacy from the British Royal Army Service Corps. But alas! the confusion still remains and even after more than 40 years have passed it remains more or less a puzzle to a layman about the nature of our duties.

Most people have atleast a vague idea what Cavalry, Ordnance or Infantry are and the title of Engineers, Medical, Ordnance, and Movement Control to a great extent indicate the object but the ASC officer or soldier is more often than not asked such questions, 'What does ASC stand for?', 'What do you do?', 'What is the type of service you perform?'

Whereas the title 'Army Service Corps' signifies a much wider scope, the duties performed by us mostly pertain to 'Supplies including POL and

Transport'. Other functions are only insignificant. So we find the Corps has not yet finally emerged from the problem of finding a fully representative name nor has it so far severed its link with the previous name 'S & T' even after so many years. The Director is called DST and not DASC; other senior appointments are mixed viz; BASC, ADST, CASC, DADS&T. The swing of pendulum is naturally unequal; it is more towards ASC and less on the side of S & T.

The Commissary General

Coming back to the Commissariat of East India Company again, we find that the Head of Department was called 'Commissary General'. He was not a General but despite that it was simple and easy to understand why he was called so. What, however, is interesting is the fact that whereas the Commissariat Department was formed only in 1810, a Commissary General was appointed as early as 1760 i.e., fifty years in advance. The role of this gentleman was again misleading, for though the army was there between 1760-1810; and wars took place—famous ones being the Mysore and Maratha Wars—the Commissariat problems came to the fore; troops were provisioned; supplies and transport posed great headaches; yet the Commissary General appears to have stood aloof all along as not concerned with any of these activities. The reason for this was that he was 'Commissary General' only in name, but in actual fact he was performing the duties of Auditor General.

"A gross misuse of our title by the auditors" you may say. But what is more; his link with the commissariat—a thin and weak link at that—may be viewed in a negative role, as in his capacity of Head of the Audit Department, the Commissary General only found faults with commissariat accounts and could not further its interest in any way. Why this misnomer was allowed, is not known. May be it was a hoax or a deliberate cloak over the head of the Audit Department, who, it may be gathered, were more unpopular those days than they are today. The reason for this is not far to seek; it was their great emphasis on economy—many a times without any imagination—as per directives from the East India Company who were mainly intersted in profit in every undertaking.

The Commissary General, however, resumed his proper role of commissariat duties as soon as the Commissariat Department was formed in the year 1810.

The birth of the Commissariat Department was hailed—there was nothing wrong in it—but surprisingly the extent of welcome and the powers given to the Commissary General were unique and beyond all proportion.

May be it was a sudden awakening on the part of the Government, or perhaps an effort to atone for their past neglect, that the status of Commissary General rose sky high right at the start. He was not a General, but only a Lt Colone in each Presidency of Bengal, Bombay and Madras. We may compare the Commissary General to to the status of BASC of today (with no DST at the top) but this may not be a true comparison except for the geographical limits and area of his responsibility.

His Status and Allowances

The Commissary General as Lt Col was independent of the Commander-in-Chief of the Army. The Military Board had also no control over him, and he was empowered to deal direct with the Government through the Secretary in the Military Department. Internally he exercised full authority over his department and could take independent decisions on several policy matters as also the strength and proportion of British and Indian troops to be employed.

Here again we are confronted with a riddle : such a high and important official had no office or permanent Headquarters. He was supposed to move from place to place. The reason for this is not known; probably it was then considered essential in the interest of efficiency.

The first Commissary General was Lt Col John Paton to whom this job was assigned in addition to his original duties of Quartermaster General of the Bengal Army. His own pay of rank, batta, tent allowance and house rent as Quartermaster General totalled to Rs 1132-4 anna per month. Paradoxically again, the additional allowance for commissariat duties alone was @ Rs 3000/- per month, which was a little less than 300% of the original pay. In currency value and price index of today it amounts to nearly Rs 50,000 as his pay and nearly 1½ Lakh rupees as his commissariat allowance which adds upto approximately 2 Lakh rupees per month. What additional allowances he must have got for his touring work, it cannot be exactly ascertained, but it may be surmised that this also substantially added to his fortune.

Downfall and rise again

The Commissary General's sudden rise to power must naturally have aroused great opposition and criticism. There was an obvious disadvantage too. He had skipped the pupal stage and developed into a full grown maturity without the intervening experience of adolescence. This could not be without troubles and difficulties and so his commanding position was not allowed to last for more than seven years. In 1817, he was brought under the control of Military Board, a decision which naturally could not

be happily accepted. The Military Board extended its firm grip gradually till, in 1843, it assumed full powers of regulation, audit, and executive duties.

The swing of wheel had reduced the Commissary General to a mere figure head. The efficiency of Department suffered, friction and quarrels became louder which resulted in confusion and lack of cooperation at all levels. This attracted the attention of authorities. In order to ease the situations and to improve the efficiency, the Government appointed a Commissariat Commission in 1851, which saw the obvious drawback and gave its recommendation in favour of Commissary General. The Commissary General thus having won the battle of prestige was given back the executive duties of the Department with effect from February 1853 i.e. after a lapse of nearly 36 years.

It may just be a coincidence yet a significant fact, that the wars and expeditions undertaken by East India Company during the period 1817 to 1852 were not a success when the Commissariat was under the domination of Military Board. For instance, in the First Burma War (1824) total deaths due to food deficiency and sickness were 3160 European soldiers. Likewise during the First Afghan Campaign (1838-42) the loss of men and camels was 14,000 and 22,000 respectively in respect of the Bengal Army alone. Most of these casualties were due to faulty commissariat. As against this it is very encouraging to see the functions of commissariat prior to 1817 and after 1852 when it was independent of the Military Board: in Nepal War (1814) which was fought in a difficult hilly country there was not a single death due to starvation and economy of nearly 26½ Lakh rupees was affected; the Department rose again to the occasion in the Second Burma War and proved its worth in the Mutiny (1857).

Once free from its fetters and having achieved again freedom of decision and action, the Department marched from success to success as we see from its history. Shape of things has changed much since then and we have said good-bye to many of the old practices and customs. Our Corps now stands on a sound footing and has successfully met the challenge both in peace and war.

Whatever the future pattern and expansion of the Corps, it can not be separated from its past which has always many lessons and warnings. As Bacon has said, 'Histories make men wise', it would be a mistake to neglect and waste such a rich treasure. Pride in history and traditions is a source of motivation and fortunately our history is neither lacking in glory nor in steadfastness.

OUR COLONELS COMMANDANT

Colonel Commandant

The word ' Colonel ' comes from the Italian colonello, and was given because this officer originally led the colonello or little column at the head of the regiment. An early alternative spelling was coronel, hence the modern pronunciation of the word, kernel

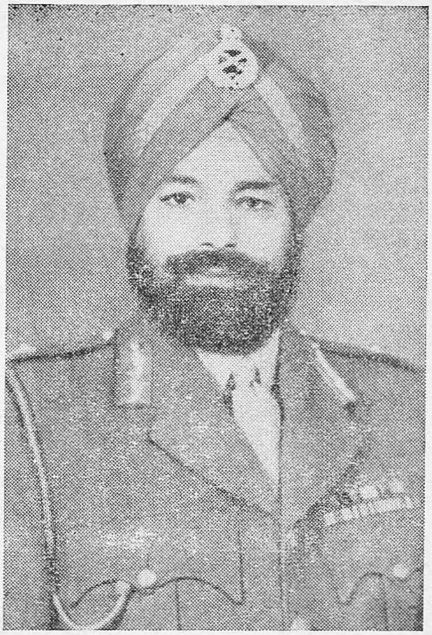
In the 17th and 18th centuries the colonel was the man who raised a regiment, and was responsible for paying and clothing the men ; often it bore his name, e g Dillon's regiment. The colonelsy of a regiment formerly implied a proprietary right in it. Whether the colonel commanded it directly in the field or not, he always superintended its finance and interior economy, and the emoluments of the office, in the 18th century, were often the only form of pay drawn by general officers. The general officers of the 17th and 18th centuries were invariably colonels of regiments and in this case the active command was exercised by the lieutenant colonels. At the present day, British general officers are often, though not always, given the colonelcy of a regiment, which has become almost purely an honorary office. The sovereigns, royal princes and others, hold honorary colonelcies, as colonels-in-chief or honorary colonels of many regiments.

Our Colonels Commandant

After Independence a galaxy of senior officers have been appointed Colonels Commandant of our Corps. Earlier we had two Colonels Commandant authorised, now we have three. A fourth Colonel Commandant may also be authorised. Life sketches of some of our Colonels Commandant are given in succeeding paragraphs.

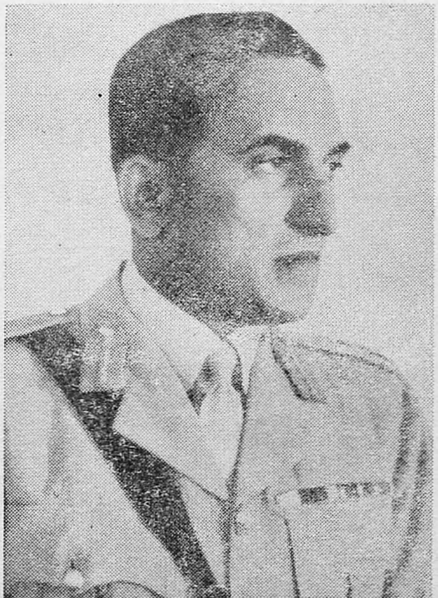
Maj Gen GS Dhillon

Commissioned from Sandhurst, Maj Gen Dhillon served a period of attachment with the Essex Regiment and joined the 14th Punjab Regiment in 1925. He served with the 14th Punjab Regiment for about 13 years, and held the appointments of Quartermaster, Adjutant and Company Commander, and took part in the Mohmand and Waziristan operations.



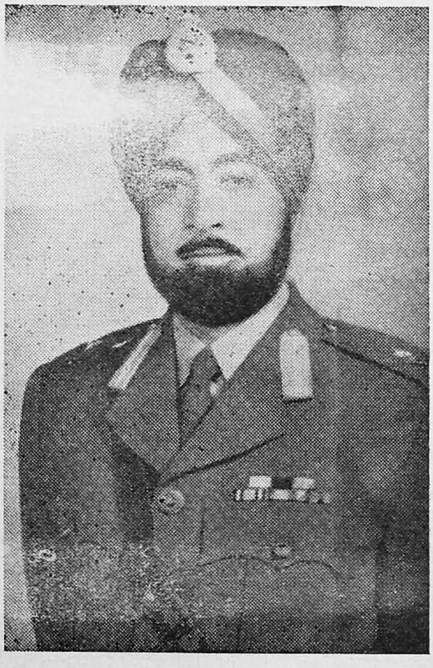
Maj Gen G S Dhillon

Maj Gen S B S Chimni



Maj Gen H M Mohite

Maj Gen P S Chowdhury



Maj Gen G S Gill

Maj Gen Ajit Singh

In late 1937, Maj Gen Dhillon was transferred to the RIASC and the following year he was in the operations at Bahadur Khel. Before proceeding to the Middle East with the 3rd Motor Brigade in January 1941, he took part in the fighting around the Ahmed Zai Salient, near Bannu. Returning to India from Cairo in 1942, he attended the 6th War Course at the Staff College, Quetta.

Maj Gen Dhillon was promoted to the rank of Lt Col in March 1943 and given command of No 2 MT Training Team at Jhelum. In April 1944, he was posted to the Allied Land Forces, South East Asia, and commanded the 7th Motor Transport Regiment. He became CRIASC at Imphal in January 1945 ; and, later the same year, was appointed CRIASC 25 Indian Division.

Maj Gen Dhillon was promoted to the rank of Colonel in December 1945 and was appointed Deputy Director of Supplies and Transport in May 1947, as Brigadier. Promoted Major General on 1 Nov 1947, he was appointed Director of Supplies and Transport at Army Headquarters, which post he held until January 1949, when he took over the command of UP Area.

Maj Gen Dhillon shares with Maj Gen SBS Chimni OBE, the distinction of being the first Indian Colonel Commandant of the ASC.

He retired from service on 19 August 1950 on grounds of ill-health and died later.

Maj Gen PS Chowdhury

Born on 13 February 1911, he was commissioned from Sandhurst on 2 September 1932. After commissioning he served with Suffolk Regiment from October 1933 to October 1936. Thereafter he served with 5/11 Sikh Regiment for 2 years. During partition of India in 1947 he held the appointment of 2IC Military Evacuation Organisation in the rank of Colonel. Thereafter he held various senior appointments.

He was promoted as Director of Supply and Transport in the rank of Major General from which post he retired on 30 June 1960. While holding that appointment he was appointed as Colonel Commandant of our Corps with effect from 5 July 1959, a deserving tribute to his long and distinguished service in the Army.

Now he has settled down in the United Kingdom.

Maj Gen GS Gill

Commissioned on 15 July 1936, he served with Infantry from July

1941, when he was attached to the RIASC. He saw operational service in Singapore and Malaya from 1939 to 1941 and at Arakan front from February 1943 to April 1946. He has held various important Corps appointments in the rank of Major and Lt Col from 1941 to 1947. In January 1948 he was granted the rank of Colonel and was Commandant ASC Centre (South) for about two years. He was BASC of different Commands from January 1950 to June 1960 and DST from July 1960 to July 1965. He was appointed Military Secretary to the President on 17 July 1965. He was appointed Colonel Commandant on 2 May 1965.

Maj Gen Ajit Singh

Born on 1 February 1915, he was commissioned from the Indian Military Academy, Dehra Dun on 4 July 1939. During the Second World War, he saw active overseas service in regimental and staff appointments, in the Middle East and North African campaigns. Taken prisoner of war in July 1942, he made several attempts to escape. After the war he held the appointments of Brigade Major of Kathiawar Defence Force, GSO1 of 4 Infantry Division/East Punjab Area at the time of partition of the country, then Commandant Training Centre, Commandant ASC School, BASC Command, and Brigadier Incharge Administration, first of the Eastern Command, and then of the Central Command. He assumed charge as Director of Supplies and Transport on 7 May 1965.

Major General Ajit Singh, has been appointed as Colonel Commandant of the Army Service Corps with effect from 10 March 1967. This appointment is a deserving tribute to his long and distinguished service, in the course of which he has held a number of important appointments within the Corps and outside.

With his long and varied experience coupled with his drive and eagerness ever to improve, he gave a fresh impetus to the Corps and was largely responsible for the successful implementation of the different tasks faced by the Corps during the hostilities with Pakistan in 1965.

" I am impressed by very good work done by your battalion during the recent operations. The remarkable endurance and initiative shown succeeded in enabling the forward troops to fight under extremely difficult conditions."

GOC 19 Infantry Division
1 Oct 65

REUNION WHO'S WHO

Sub Maj and Hony Lt Raja Ratnam

Sub Maj and Hony Capt P T Joseph

Smartly dressed with his Peak Cap on and the OBI Medal dangling around his neck, the young man of 70 is the very embodiment of *Sardar Bahadur* of the Indian Army.

He hails from Tinnevelly District and was enrolled in Burma on 11 Nov 1915 (Burma was a province of British India in those days). He joined Force 'D' at Mesopotomia in First World War and returned to India via England and Burma in 1921. On outbreak of Second World War he served with 4 Indian Division in North Africa and was present in *Keren* Operations. On return to India he was awarded OBI *Sardar Bahadur* title and retired on 10 Oct 1947.

Settled happily at Bangalore – his two sons serving in the Air Force, one in the Army and other two working in local firms at Bangalore, and daughters happily married—*Sardar Bahadur* undertakes part time jobs just to maintain his health.

Sub Maj and Hony Capt K S D Perihar

Having spent thirty eight years of service in ASC, a veteran of two Operations and two World Wars he is hale and hearty even at 67. He looks after his five acre farm and produces his household requirements of food and edibles.

He was enrolled in May 1918 and saw active service in Egyptian Expeditionary Force under Field Marshal Allenby in Palestine and Egypt. He also took part in Armistice Day on 11 Nov 1918 at Tibirus. On return to India he participated in Waziristan and NWFP Operations. On the outbreak of Second World War he was promoted Subedar and sent with 44 IBT Coy under the 17 Indian Division to Malaya where he was taken prisoner by the Japanese. He returned to India in 1946 and was awarded OBI. He retired on 28 Aug 1956.

He is now enjoying his retired life in Jullundur district with his sons and daughters happily settled in life.

Sub Maj and Hony Lt Harika Singh

A Jat hailing from Gurgaon District of Haryana, he joined the Army in 1930 and served in Waziristan, Java and Sumatra in Second World War.

After retirement in 1952 he joined ex-Servicemen Transport Cooperative

Society, Gurgaon as its Secretary and continues in the same post.

He has a farm of 150 acres which is managed by his brothers and sons.

Sep S Munu Swamy

Enrolled from ASC Centre (South) in 1947, he went on pension in 1962. He is now working in Hindustan Machine Tools Ltd Bangalore.

Sub Maj and Hony Capt PS Wal

Six feet one inch, Hony Capt Wal the *Sardar* who had the honour to serve under Gen Thimayya first as Personal Assistant and then as JCO Aide-de-Camp from Oct 1954 until his retirement in May 1961, is an ex-JCO who worships work. Enrolled in Oct 1933, served in Burma theatre at Akyab, Ramree Island and South Burma during Second World War from Mar 1944 to Dec 1945. For his meritorious services he was 'mentioned in despatches'.

With three younger brothers serving as officers in the Army and one son in the Navy, he himself as Secretary to the Principal, Mayo College Ajmer, Hony Capt Wal is a happy and contented man.

Sep Madavan

He was enrolled in 1942 and trained in 75 GPT Coy. Fought on Burma front with 26 Infantry Division. At Rati Daong Jetty bombardment, he became a casualty and was sent on pension in 1944. Madavan's right eye was lost. He was wounded in the thigh and hip. For his heroic deeds he was awarded *Jangi Inam.* Now he stands straight and walks without any support. Is full of life and tells many anecdotes from his war experiences.

Father of a son and a daughter, he does some work like tailoring for extra income.

Sub Amar Nath Sehgal

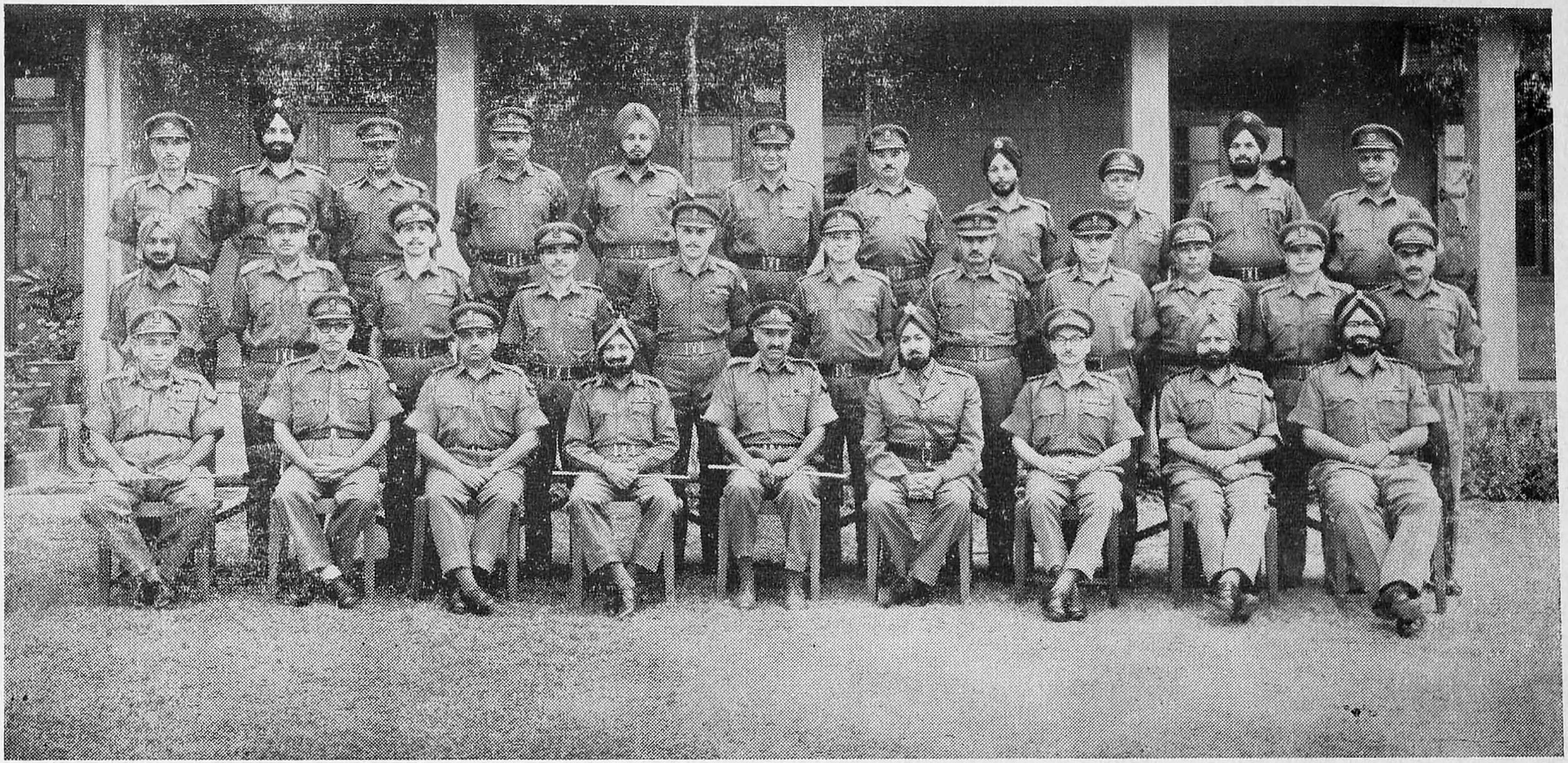
Was enrolled on 17 Mar 1918 at Fort Lahore (now in West Pakistan) from where he went straight to South Persia to serve in Bushire Force and returned in 1919 after First World War. Promoted to the rank of Subedar in July 1942, saw service in Second World War at Singapore. Went on pension in Sep 1951.

With his sons and daughters very well settled in civil life, *Subedar Sahib* is interested in Scripture, reading *Gita* and spends his time in *Pooja.* He is very grateful to Almighty for His kindness to him.

Ris Maj and Hony Capt Bhika Ram

Every inch a Soldier, Hony Capt Bhika Ram hails from a wealthy 'Gujar' family of Delhi. Enrolled at Meerut in Dec 1920 as a

SENIOR OFFICERS' CONFERENCE



GALLANT HEROES

General K M Cariappa
The first C-in-C amongst the ex-servicemen

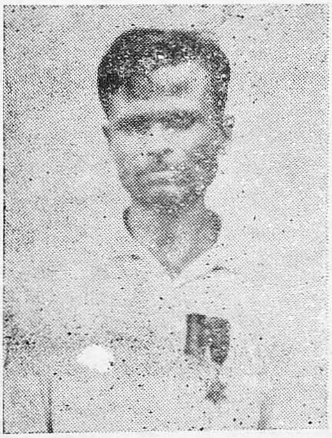
Sub Maj & Hony Capt P T Joseph

Nk Brij Ram Badola

Hav C Doraiswamy

Sub Maj and Hony Capt Ram Narayan Singh

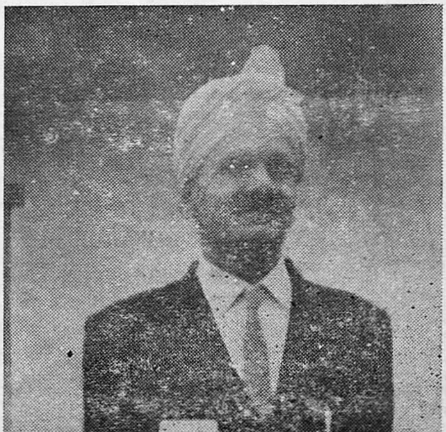
Sub Maj and Hony Capt Yash Pal



Sep Madavan

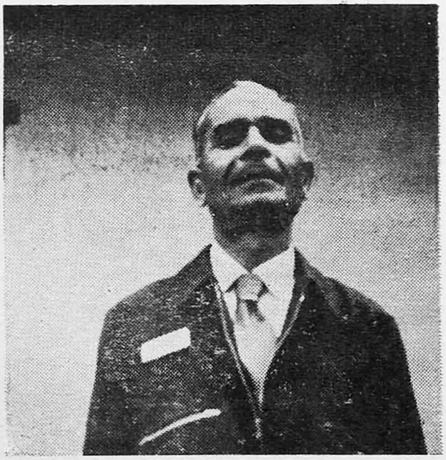
Sub and Hony Lt Anand Raj

Ris Maj and Hony Lt Fateh Bahadur Singh

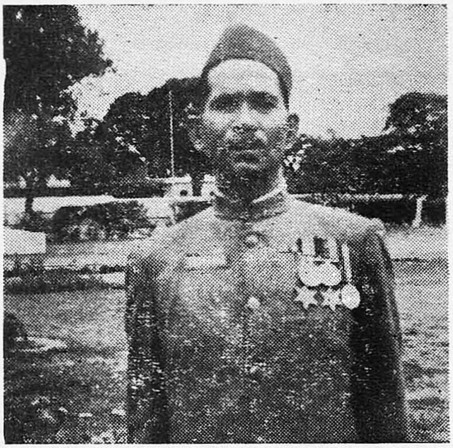


Sub Maj and Hony Lt Harika Singh

Sub Mohmmed Raza



Sub Maj and Hony Capt
K S D Perihar



Daf Kashi Ram

Sub Maj and Hony Lt
Shivaji Rao Babar

Sub Maj and Hony Capt
Prem Sarup Wal

sepoy, from where he retired as Ris Maj and Honorary Capt in 1953 after 33 years of glorious service. He has seen all places from Cannanore in South to Fort Sandeman in North before 1930. As a dafadar, he had the privilege of instructing many a King Commissioned Indian Officers including Maj Gen PS Chowdhury (both were talking about it in confidence during the JCOs' Mess dinner night). He served in Waziristan and North West Frontier operations and was promoted as Jemadar in 1939. Went to Burma in World War II where he was 'mentioned in despatches' for his devotion to duty while serving in Arakan front; returned to India in 1945 and was awarded OBI with '*Bahadur*' title. He was promoted as Risaldar Major on 27 Dec 1947, and served in ASC Centre (North) under our present Director Maj Gen Ajit Singh from where he retired in 1953 after 32 years of meritorious service.

Humble by nature, he is held in high esteem by Generals Paintal, Chowdhury, Gill and Ajit Singh. The last named invited him to join the buffet table at the JCOs' Mess function.

He is happy and in good health with his thick moustaches in upward trend. Has well settled family life and is interested in mechanizing his farm of 1,000 bighas.

Hav B D Jesu Dass

Briskly walking around with his hat on and pushing his bicycle is ex-Havildar who hails from Madurai; is now employed by Canteen Stores Department. He was enrolled in Jan 1943 and sent on pension establishment in 1958. He is gay and cheerful and hopes to see his son, now a collegian, in a high position.

Sub Mohammad Raza

Sub Mohammad Raza was enrolled in 1918 and was trained at Sitarpur in clutch 'Ford' Vehicle. He is very proud of this model and spent most of his time in North West Frontier Province. On the outbreak of Second World War he was promoted as Jemadar in 1940 and served with 31 Tpt Coy. He was taken prisoner by Japanese. He returned to India in 1946 and went on pension.

He is a native of Bhopal (Madhya Pradesh) and is a father of eight children (six sons and two daughters). He is working as an accountant in a local firm.

Sub Maj and Hony Lt Shivaji Rao Babar

A 'Young' old man who keeps himself fit by doing small physical training in early morning hours, had the reputation of handling mixed classes in Motor Transport Companys of *Sikhs, Jats, Madrasis, Punjabis*

Muslims, Marathas, Bengalis, Dogras and *Brahmins.*

He was enrolled in 1916 and trained at Aurangabad in 1/4 Bombay Grenadiers. In First World War, he served in Hong Kong. On return to India, went for MT training at Chaklala in 1919 and came out with colours. He was promoted as Jemadar in 1929. Under regrouping of Bombay Grenadiers, he was transferred to 4/5 Marathas at Belgaum. On expansion of ASC in Second World War, he was transferred from Marathas to ASC in 1939 as a Subedar.

Went overseas in 1940 with 19 GT Coy to Iraq and Iran and was promoted as Subedar Major in 1941, returned to India in 1942, awarded OBI with '*Bahadur*' title in 1946, promoted as Honorary Lt in 1946 and retired in Feb 47.

Contented and well settled old Sepoy of Bombay Grenadiers and ex-VCO of ASC, looks after his 10 acre farm at Satara.

Dafadar Kashi Ram MM

To see a highly contended soldier, one must have a look at Kashi Ram. He was born at village Sakreti in District Garhwal. He was enrolled in 1929 and retired in 1947.

During Second World War he served in almost all western theatres. He was awarded Military Medal for his bravery at '*Cassino Morcha*'.

With his small family at Delhi he works in a security section. His great ambition is to see more ASC ex-soldiers participating in Republic Day Parades.

CORPS NEWS

Senior Officers' Conference

The Nineteenth Senior Officers' Conference was held at Bangalore from 5 to 9 Dec 67 to synchronise with the Reunion celebrations. For the first time the conference was held at a Centre. Various points affecting the Corps were discussed. The Director in his opening remarks laid emphasis on training and desired that the officers should take the training in right spirit and with sufficient amount of enthusiasm. He laid emphasis that ASC battalions and composite platoons must meet the challenge of fast changing weapons and equipments and should know the types of ammunition used, their capabilities and employment.

The Director mentioned that the manner and method in which audit paras had been tackled in the recent past left much room for improvement. He desired that in future audit paras will be dealt with expeditiously and at the appropriate level.

It was decided that the responsibility for the Corps Hockey and Football teams should be inter-changed between Centres (North) and (South) because of available facilities.

Corps Day Celebrations

Corps Day was celebrated with great enthusiasm and pageantry in various units and formations. More colour was added this year because of the unique honour given to the Corps by presentation of the first ever Corps Colours. Some of the photographs taken on the occasion appear elsewhere in this Issue.

The grand finale of the Corps Day celebrations in the School was a big reception given to local dignitaries and elite of Bareilly at a function held in the Mess. General Kabraji graced the occasion by his presence. In a reminiscent mood, the General Officer with his characteristic diction and style traced a few extracts from the pages of history bearing testimony to his deep admiration and appreciation of the role played by unassuming and untiring mule leaders and MT drivers.

Congratulations

The King of Laos during his recent visit to India presented Gen G S Gill, Military Secretary to the President, with the Order of Regne en Urgent (Silver) at a colourful function at the Laotian Embassy on 4 December 1967.

Retirement

With a heavy heart we bade adieu to Brig WG Napier who proceeded on leave pending retirement. We wish him a very happy and peaceful retired life.

Born on 5 September 1916 Brig W G Napier was commissioned on 15 May 1941 after having graduated from Madras University. He has held many important appointments both in the Corps and on the Staff.

He became Inspector ASC on 18 April 1966 from which appointment he retires on 15 May 68. He has proceeded on leave pending retirement on 17 November 1967.

During Second World War he served with the Middle East Forces, PAIFORCE as well as with the South East Asia Command. For his exemplary services he was awarded MBE and was 'mentioned in despatches'.

In his retirement ASC will be losing a versatile officer who was loved and respected by all.

Promotions

We would like to convey our best wishes to Cols B M Chengapa, R C P Dewar and Darshan Singh on their promotion.

Three Cheers !

Two exemplary acts of presence of mind and devotion to duty of our ASC Children have come to light. Aasha (8 years), the daughter of Maj Girdhari Singh saved other day a three year old child of Maj SSP Srivastava when he fell down in a nearby canal while playing. She held fast to his legs till elders reached at the scene and took out the child. As if not to be surpassed by the fair sex, Vikram Roy (12 years) while participating in Central Command Horse Show showed a keen presence of mind and devotion to duty when he on his own rushed to a nearby unit to fetch a doctor when a participant fell down from his horse and was injured. For this he was awarded a special prize by the organising committee.

OBITUARY

With great sorrow we announce the death of the undermentioned officers :—

Lt Col B R Mehta (IC-3127) died of heart failure on 27 Nov 1967.

Lt Col T R Prinja (IC-8040) died of heart failure on 21 Dec 1967.

Lt Col Dalel Singh (IC-5452) killed in a car accident on 24 Dec 1967.

In them the Army in general and the ASC in particular has lost efficient, loyal and diligent officers. They are mourned by all ranks of the Army Service Corps.

Lt Col B R MEHTA

Born on 15 Jul 1919, he was commissioned on 19 Mar 1944. He was promoted as Lt Col on 15 Jun 1965. He held various appointments on staff and command. He was posted as OC 885 AT Bn on 7 Jun 1965. He died of heart failure on 27 Nov 1967.

Lt Col T R PRINJA

Born on 23 Oct 1921, he was commissioned on 12 Sep 1943. He was promoted as Lt Col on 15 Feb 1963. He held various appointments in regimental and training establishments. He was appointed as Commander 732 Communication Zone Transport Column ASC on 26 Oct 1966. He died of heart failure on 21 Dec 1967.

Lt Col DALEL SINGH

Born on 1 Jan 1918, he was commissioned on 13 Nov 1943. He was promoted as Lt Col on 27 Jun 1964. He held various instructional, command and staff appointments. He also served on the staff of Indian Military Mission NEPAL during 1957/1958. He was posted as CASC 515 ASC Bn on 16 Jan 1967. He was killed in a car accident on 24 Dec 1967.

What's your Chance ?
Won't you like to see ?

ASC Seniority Roll

available at concessional rate of

ONLY Rs 2/—

(Postage and Bank Commission extra)

till existing stocks last !

HURRY UP!

contact: **ASC Journal Press c/o ASC School BAREILLY (UP)**

One moment please

Are you moving ?

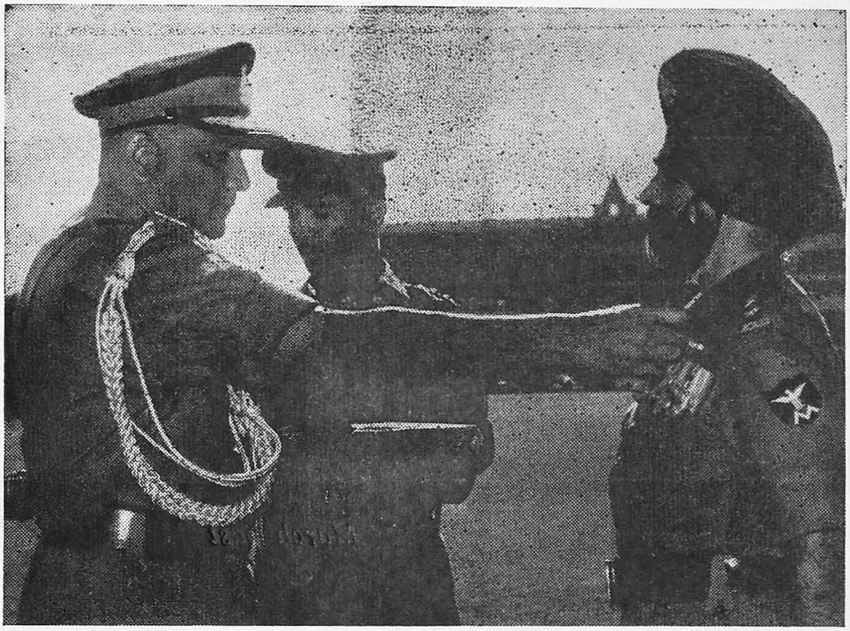
If so, be good enough to intimate your

NEW ADDRESS

to

The Editor ASC Journal,

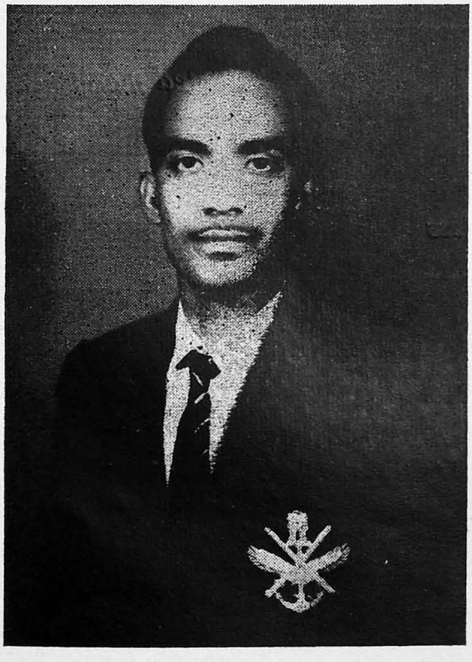
ASC School, BAREILLY (UP) INDIA



C O A S presenting V S M to Lt Col M S Grewal

W E L L   D O N E

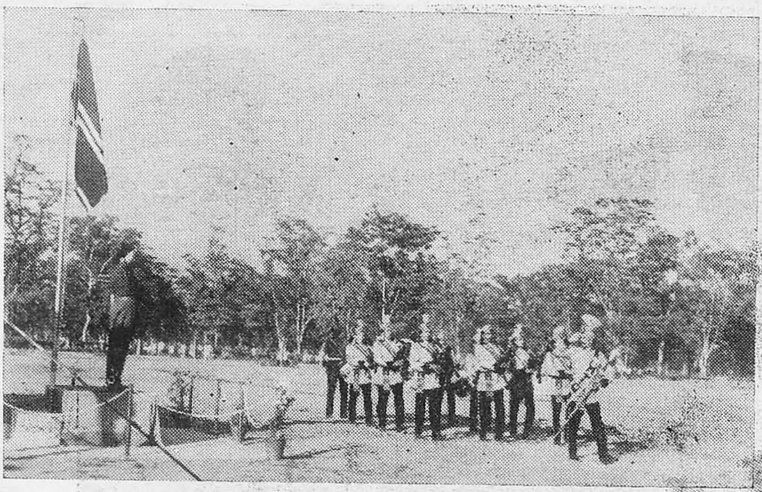
Selected for Services Football Team



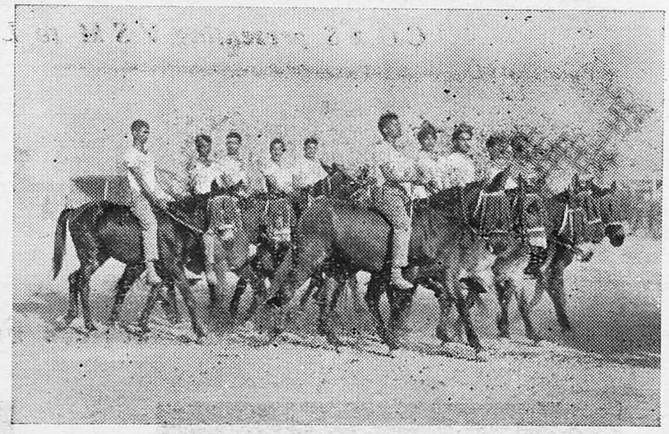
Nk Bashir Ahmed

Nk B R K Reddy

CORPS DAY IN ASC BATTLIONS

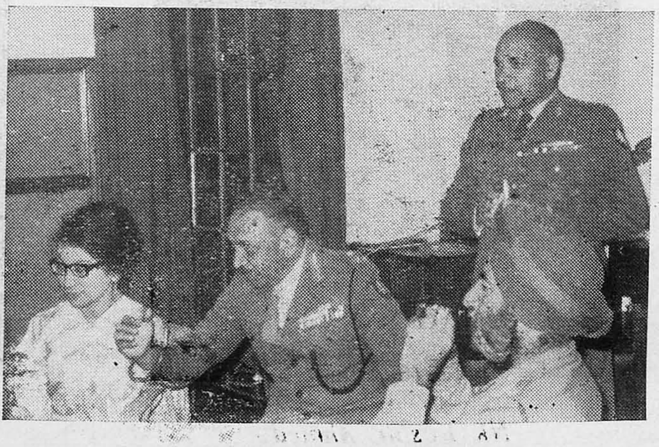


March past



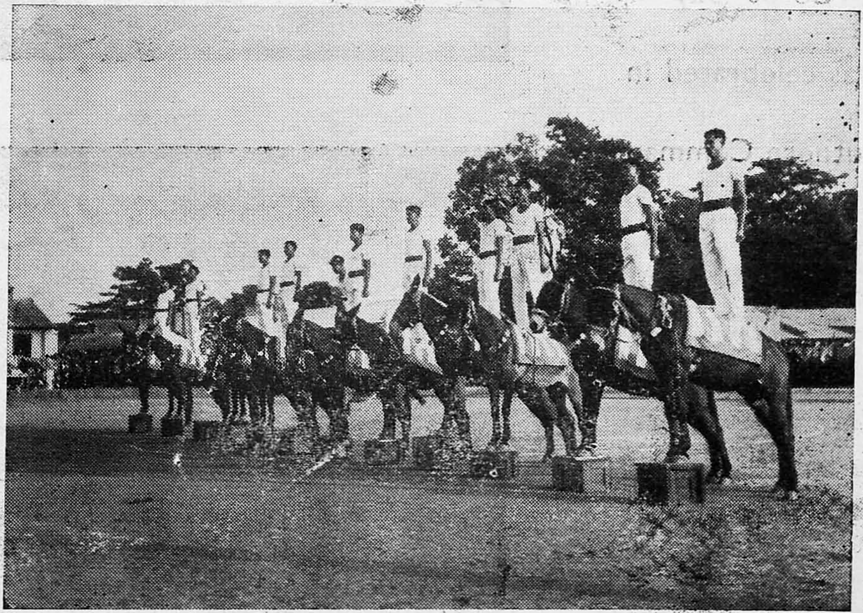
Mounted march past

in the Mess

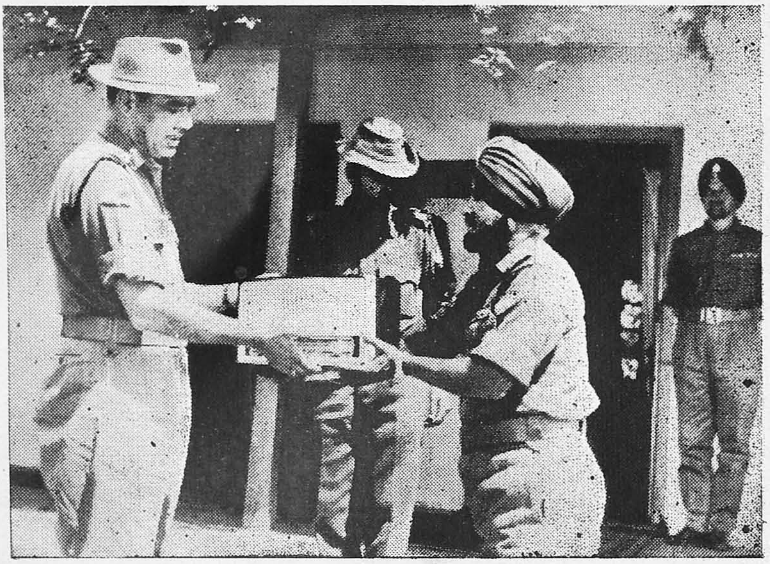


Reception in the Mess

in another battalion



P T display

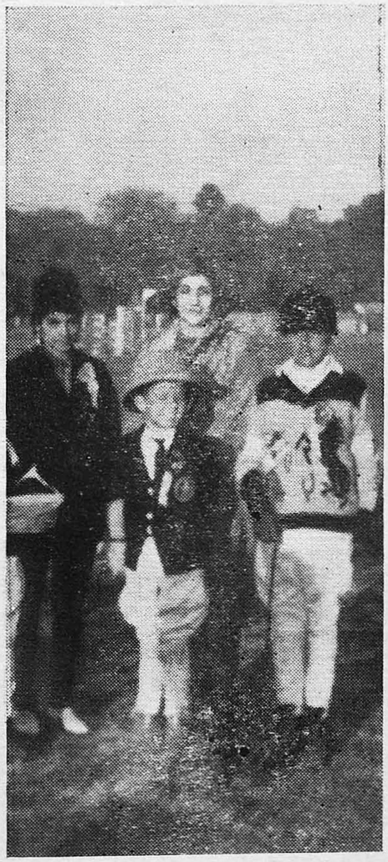


GOC of a mountain division presenting a transistor to an AT unit for their magnificent work

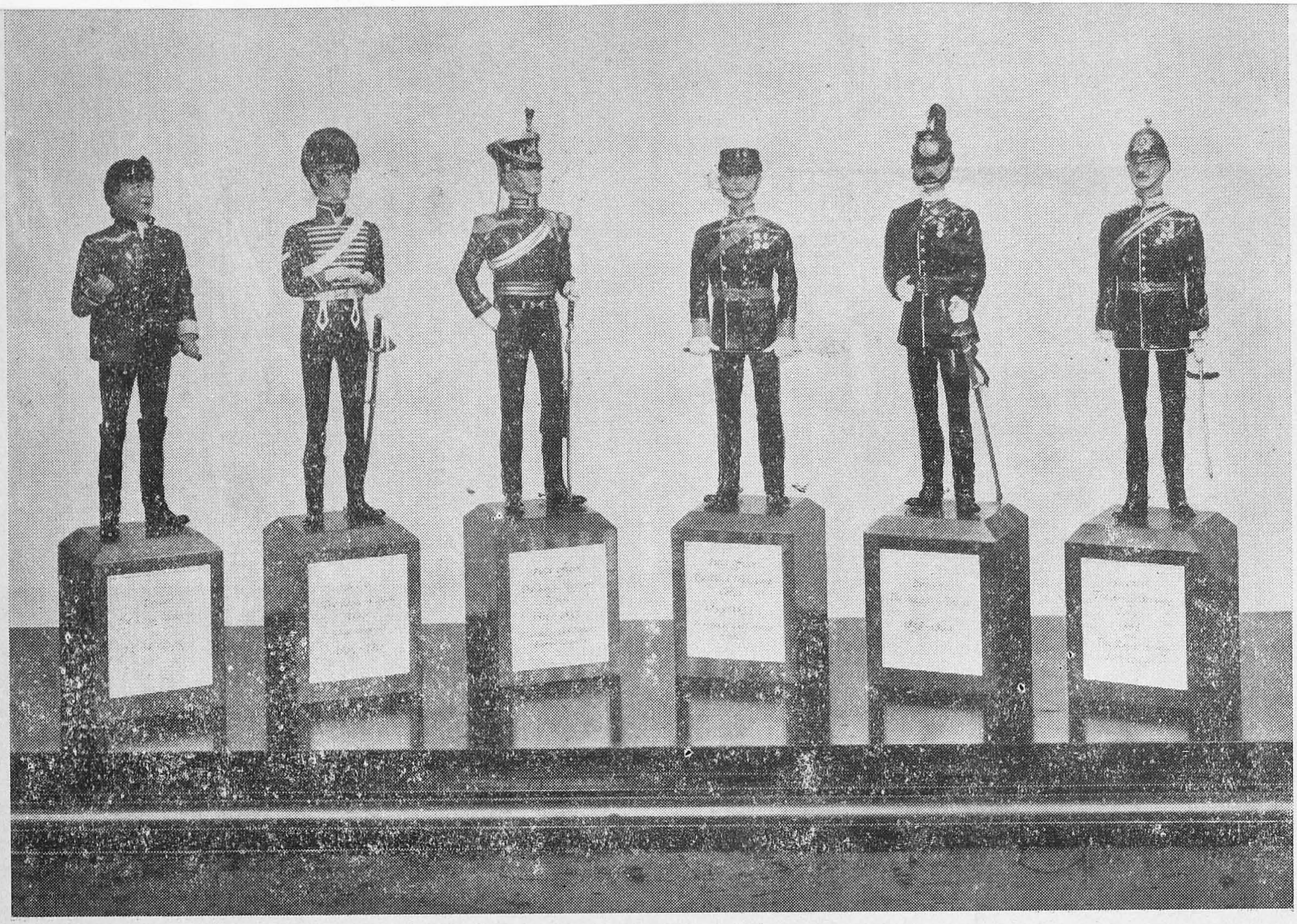
Corps Day was celebrated in Southern Command Officers' Mess

CORPS NEWS

CENTRAL COMMAND HORSE SHOW

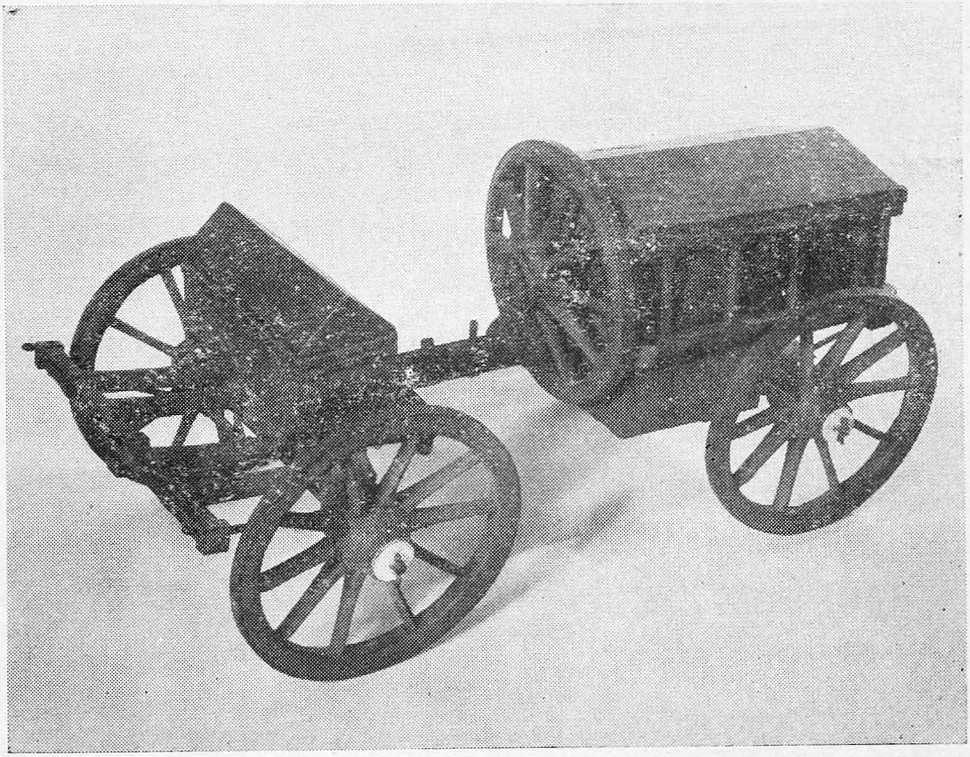


Mrs A K Diwan (TOP) and Vikram Roy (13 years) (LEFT, on extreme right), both from School won laurels for the Corps at the Central Command Horse Show at Lucknow. Mrs Kumaramangalam gave away the prizes.

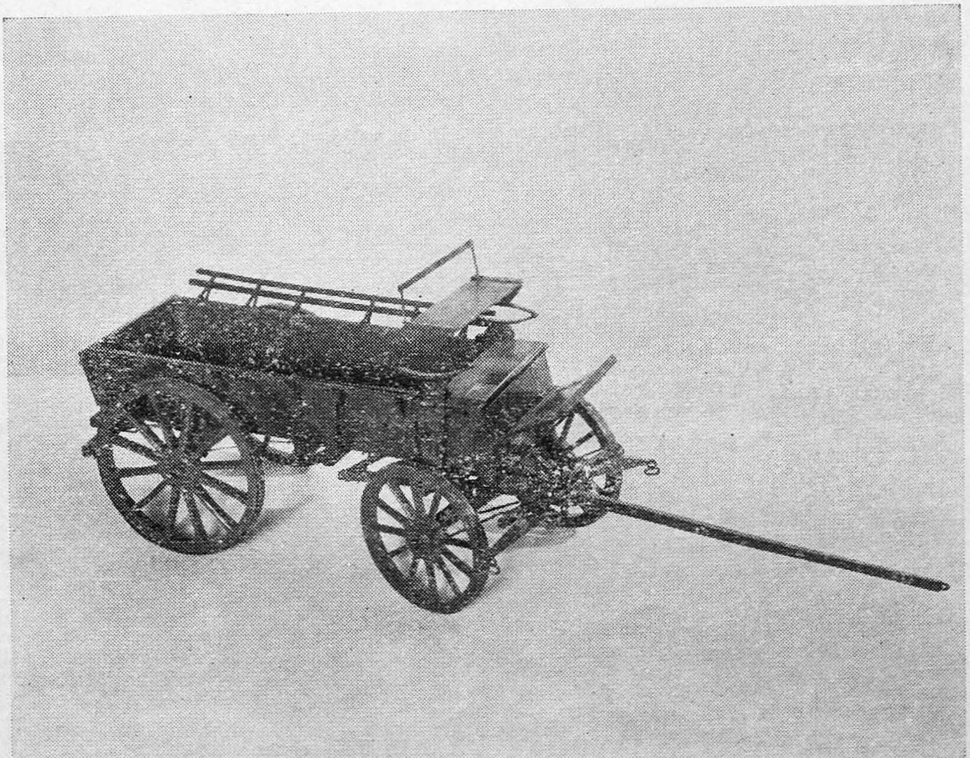


COURTESY ROYAL CORPS OF TRANPSORT

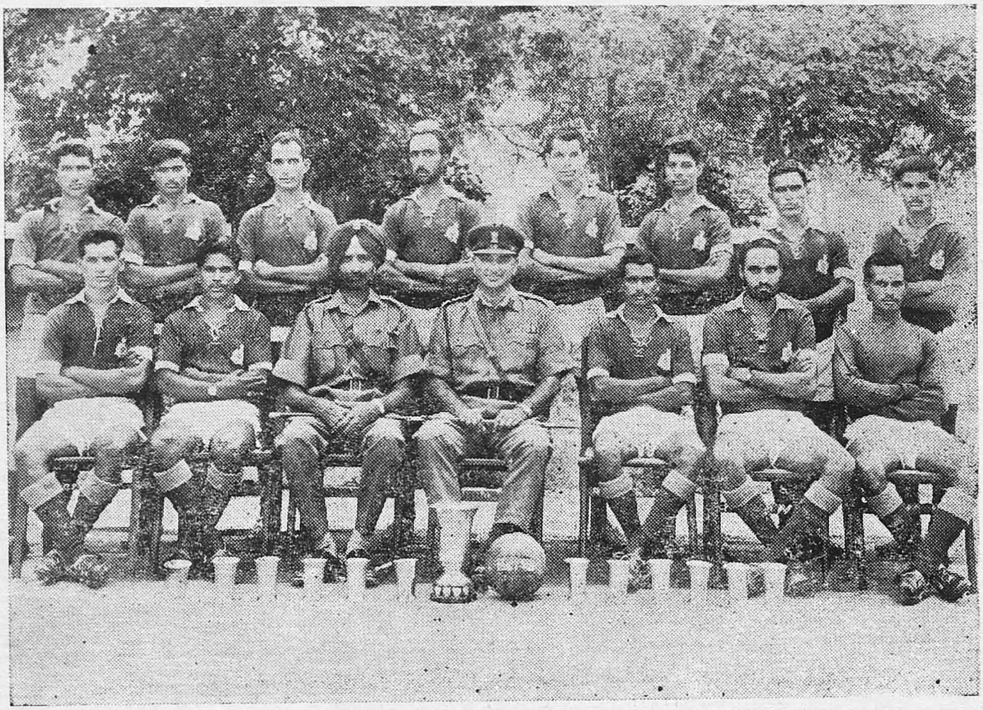
Uniforms of the Royal Army Service Corps



Ammunition Limber of the period (1855-60)
(COURTESY — RCT)
General Service Wagon in use till 1935

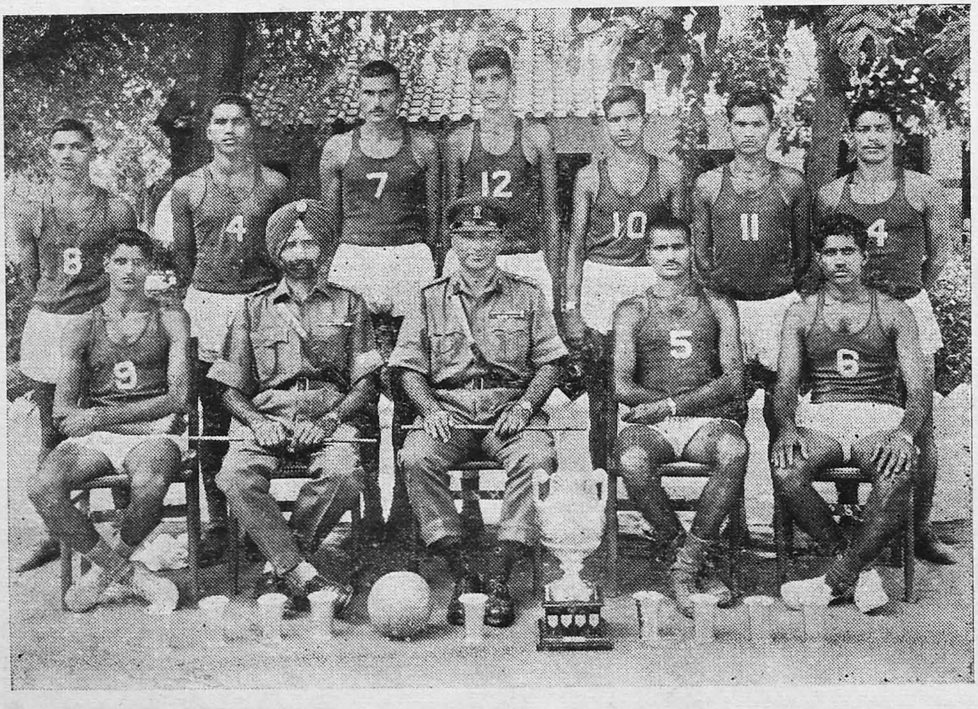


SPORTS



Winners Meerut Sub Area Football and runners up in Central Command

Winners Meerut Sub Area Volleyball



Bye !

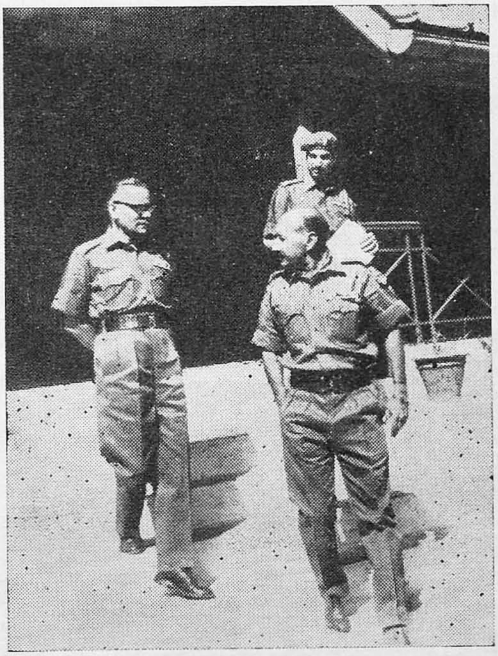
FAREWELL TO INSPECTOR

P P C

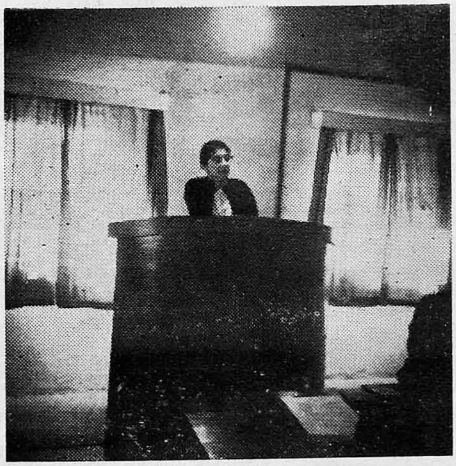
the crowd

with the Ladies

V I Ps IN CAMP



The Director attended Senior Officers' Course exercises

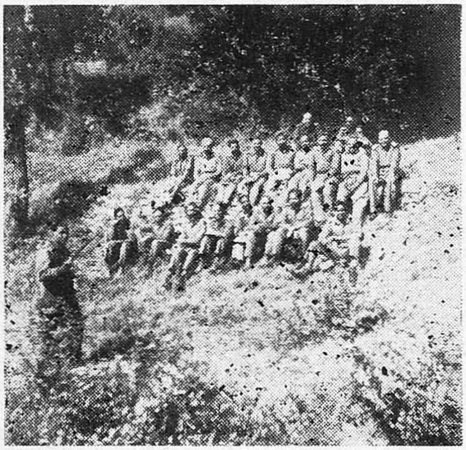


A feminine touch !

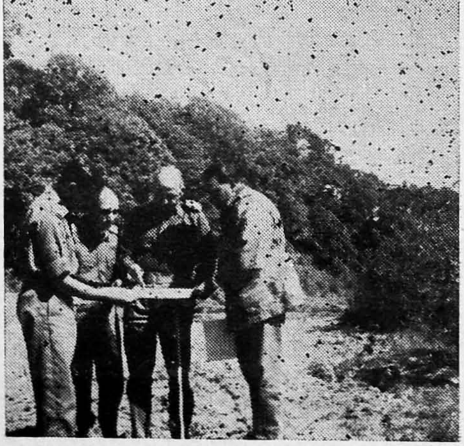
D C D A Miss Usha Sen gives a talk to Unit Commanders' Course

High Altitude cooking

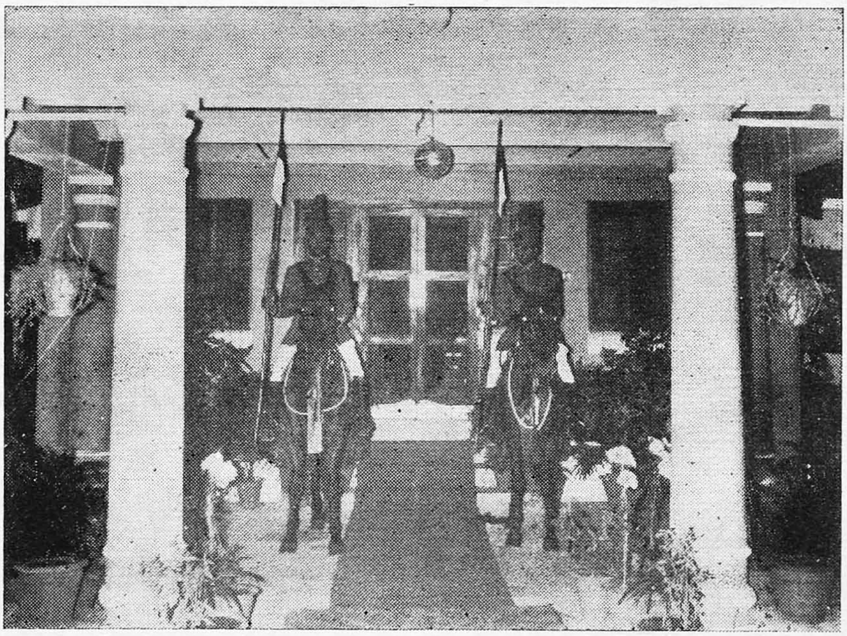
Camp Glimpses



Discussion in progress



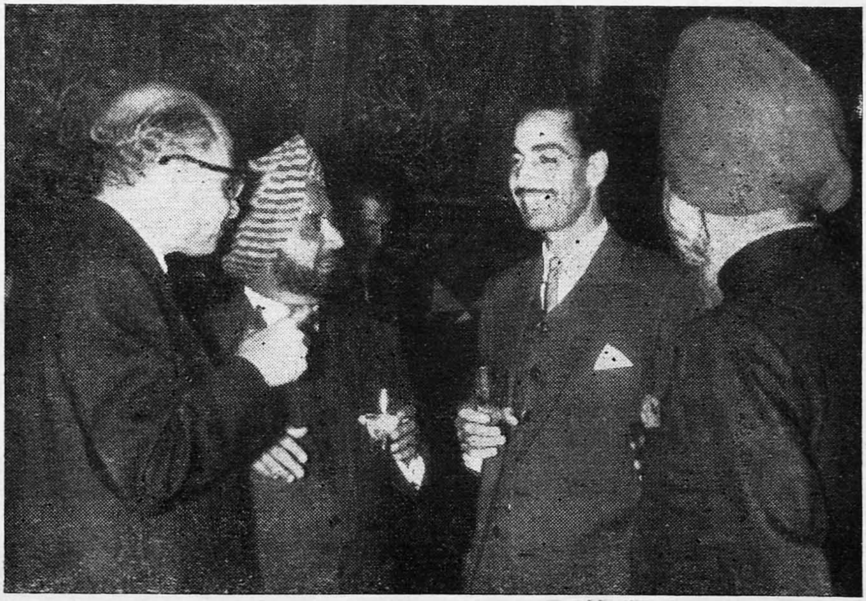
What's so intriguing ?



Entrance to the Mess

CORPS DAY CELEBRATIONS

All the best for the Corps Day



Mrs Roy

Cheerful mood

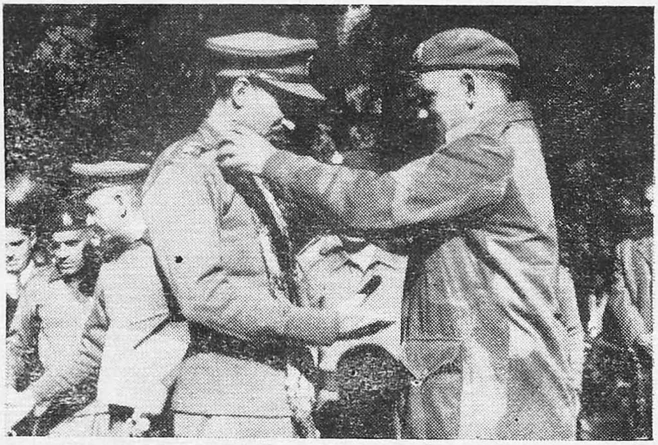
Gen Kabraji

Students with Mrs Roy

Gay gathering

Ladies corner

FAREWELL



Best of Luck !

TO
DEPUTY COMMANDANT

what's the matter ?

Ladies send off

हिन्दी खण्ड

विषय-सूची

उसकी प्रतीक्षा	—	शशी शर्मा	१
मातृ भूमि की वन्दना	—	आचार्य रामप्रताप शास्त्री	५
सेना सेवा कोर	—	मेजर गोरख नाथ	६
नयन	—	कैप्टन गिरधर गोपाल अग्रवाल	८
उठो जवानो	—	आर. सी. आज़ाद	९

उसकी प्रतीक्षा

शशी शर्मा

किसी के कदमों की आहट सुन वह आँगन में अपनी पायलों के स्वर और ताजा लगी मेंहदी की बेहद हल्की-सी सुगन्ध बिखेरती, लपकती-झटकती दरवाज़े की ओर बढ़ी। पतले, सम्पुटित अधर-युग्म पर उसने मुस्कान की दो एक परतें चढ़ायीं और दरवाजा खोला। सामने डाकिया था। एक लिफाफा हाथ में थमा वह आगे बढ़ गया।

गाँव की साधारण लड़की के लिए पढ़ना-लिखना कोई अर्थ नहीं रखता पर वह तो चौधरी की बेटी थी और सरकार द्वारा प्रसारित अनिवार्य शिक्षा के कार्य क्रम के अन्तर्गत उसे बराबर स्कूल भेजा गया था। फिर भी उसका ज्ञान साधारण अक्षर ज्ञान से आगे नहीं बढ़ा था। बाद में, विवाह के बाद पति के प्रेम पूर्ण आग्रह ने उसे इस योग्य बना दिया था कि साधारण पढ़ाई लिखाई के लिये उसे दूसरों पर आश्रित न रहना पड़े।

लिफाफे पर अपनी चिरपरिचित हस्तलिपि पा उसने उसे अपने माथे से, छाती से लगाया और मंत्रमुग्ध सी होकर हौले से, बड़ी सावधानी से लिफाफा खोल पत्र निकाला। एक-बार फिर उसे सर-आँखों से लगाया और तब पढ़ना शुरू किया। जैसे पटरी पर रेल के पहिये फिसलते हैं, शब्द उसकी दृष्टि पर फिसलने लगे। धीरे-धीरे मन पर एक अमिट, अछूता प्रभाव अंकित करते हुये। एक बार, दो बार, तीन बार यह क्रिया दुहराई उसने, पर जैसे मन नहीं भरा, आँखें नहीं भरी। हर बार उसे लगा जैसे उसने पत्र में कुछ महत्वपूर्ण बात छोड़ दी है। उसने फिर पत्र पढ़ा, भाव-विभोर हुई और अगले ही क्षण—फिर वही कुछ छूट जाने की अनुभूति—न जाने कितनी बार यह क्रिया दुहराई; और दुहराते-दुहराते उसके मन पर अंकित हो गया एक वाक्य–'छब्बीस की शाम मावली पहुँच रहा हूँ।' आज छब्बीस ही तो है—उसने सोचा। पत्र पहले आ जाना था पर............बहुत कुछ जो न होना था हुआ और जो कुछ होना था, न

हुआ। खैर ! यही क्या कम है कि चार बजे उसे पत्र मिल गया है। घर में घड़ी नहीं है पर न जाने कैसे उसे ध्यान है कि सूरज डूबने के समय वह हर रोज रेल की सीटी सुनती है। और दूर कहीं घंटाघर उसी समय छह घंटे बजाया करता है। अभी कुछ देर पहले उसने चार घंटे बजाये थे। घंटे सुनना तो उसके नित्य जीवन का क्रम हो गया है। उसे सन्नाटे को चीर कर आती हुई आवाज कई-बार सुनकर भी नहीं सुनाई पड़ती है। जैसे कोलाहल में रहता आदमी उसका अभ्यस्त हो जाता है, हर तीस मिनट बाद बजने वाले ये घंटे और रोज सुबह शाम दूर से आती रेल की सीटी की आवाज की भी वह इसी तरह अभ्यस्त हो गई थी। पर आज कुछ और बात थी। जैसे उस पत्र से वह सारी एक—रसता भंग हो गयी थी। इन दिनों वह अपने खाली समय में एक स्वेटर बुन रही थी पर अब फ़िर उसी काम में लग जाना उसे अच्छा नहीं लगा। उसने अपने भाई को जगा दिया वह इन दिनों स्कूल बन्द हो जाने से आज सुबह ही कुछ दिनों के लिये अपनी बहिन के पास आ गया था। और उसे यह खुश खबरी सुनाई। फिर भी जैसे खुशी उसके मन में समा नहीं रही थी। भागी-भागी अपनी पड़ौसिन के यहाँ गई। "हाय ! आज तो फूली नहीं समा रही हो; क्या बात है, री ?" पूछे जाने पर अचानक लदे फूलों की डाली-सी नीचे झुक गई। आँखों और हाथ में दबे पत्र ने जैसे सब कुछ कह दिया और वह फिर उछलती-कूदती अपने आँगन में आ गई। भाई फिर से सो गया था। रात की नींद चढ़ी थी। एक क्षण सोच उसने उसे झकझोर कर उठा दिया। पुचकारती सी बोली—"भइया जा ! रामू के यहाँ से मेरा नाम लेकर उसके बाप की साईकिल लेकर स्टेशन चला जा।"

विनोद को अपनी बहिन का—सा उत्साह तो न था पर विवश था। बहिन का आग्रह जो था।

कपड़े बदल कर वह चला ही गया। कम्मो को जैसे इतनी देर भी असह्य लगी पर कुछ कहने से स्वयं को रोके रही।

विनोद के जाने के बाद उसने जैसे स्वयं को प्रतीक्षा के हाथों सौंप दिया। कुछ भी करने को उसका मन न हुआ। आँखों में तैर आये अनेक स्मृति-खन्ड........

मिलिटरी हेडक्वार्टरस से आया एक खाकी लिफाफा ....पढ़कर मेजर साहब के चेहरे पर क्षण प्रतिक्षण होते भाव.........उन्हें तीन दिन के भीतर रवाना हो जाना था। देश के सीमान्त शत्रु की गोलियों से धधक उठे थे। और ऐसे में वह देश-भक्त तीन दिन तक प्रतीक्षा कैसे कर सकता था। अगली सुबह ही प्रस्थान की घोषणा। और वह रात—वह तो जैसी आई ही नहीं। दोनों नहीं सो पाये थे। रह-रह कर उसका मन ढेर सारी दुश्चिन्ताओं से घिर उठता था। कमीशन मिलने के बाद पहली बार मेजर साहब को मोर्चे पर जाना था और वह कोमल हृदय नारी थी। आज 'वे' आ रहे हैं तभी दूसरा स्मृति चित्र तैर आता है।

गाँव के चौधरी के घर बजती शहनाईयों, चुलबुली सखियों की छेड़-छाड़, ढोलक पर पड़ती थापें और सिसकियों की दबी आवाजों के बीच रवाना होती डोली आज वे ही तो आ रहे हैं। उस दिन जो आये थे-घोड़े पर बैठ कर।

और फिर अनेक छोटे-छोटे चित्र सुखी दामपत्य जीवन की कहानी कहते थे। हर दिन, हर घटना जैसे प्रेम के रंग में रंगी अविस्मरणीय। स्मृतियाँ इतनी जल्दी आँखों के सामने तैर रही हैं कि वह अपने आपको भूल जाती है। इतना बड़ा आदमी! वह तो अपने आपको उनके पांवों की धूल ही समझती रही, पर उन्होंने सदा उसे अपनी पलकों पर बिठाया। कितने महान हैं वे। वह जैसे उनके सामने श्रद्धा से और झुक जाती है, फल लगी डाली की तरह।

हाँ मेज़र साहब को बागवानी का भी कितना शौक है। न जाने कहाँ-कहाँ से उन्होंने देशी विदेशी, ढेर सारे पौधे लाकर इस आँगन में रोप दिये थे। वे सबके सब अब पल्लवित हो चुके हैं, उनमें फूल आ गये हैं, आँगन महक रहा है—जैसे उनके ही स्वागत में।

इतने व्यस्त रहते हुये भी वे उसे हर सप्ताह पत्र लिखते रहे हैं। अपनी नई जिन्दगी के बारे में वे उसे सदा लिखते रहते। प्रेम भरी बातों से तो वे पत्र भरे ही रहते। पर उसे हर बार उन बातों को पढ़कर नयाँ रस मिलता।

एक बार उसने न जाने किस मन स्थिति में लिख दिया था कि वह दिन भर निठल्ली बैठी रहती है और ....इस पत्र का जो उत्तर आया उसमें मेजर साहब

ने जो कुछ लिखा था—उसने तत्काल उस पर अमल किया। परिणाम स्वरूप अब न तो गाँव की गलियों में उतनी गन्दगी थी और न वे बीमारियाँ ही जो बच्चों के साथ सदा चिपटी रहती थी। आज वे इन सब बातों को देख-सुनकर कितने खुश होंगे। खुश तो वे सदा ही रहते थे। कभी-कभी वह सोचती थी जब भगवान 'इनको' बना रहा था 'गुस्सा' तो इन्हें वह देना ही भूल गया। तभी तो सदा जैसे गुलाब की तरह खिले रहते हैं।

उस दिन जब उसकी सहेली के सामने ही उन्होंने उसकी वेणी में एक गुलाब का फूल टांक दिया था, वह कितनी लजाई थी और कितनी बिगड़ी थी। बाद में, उनकी इस बेशर्मी पर। पर वे तो गुलाब थे न !

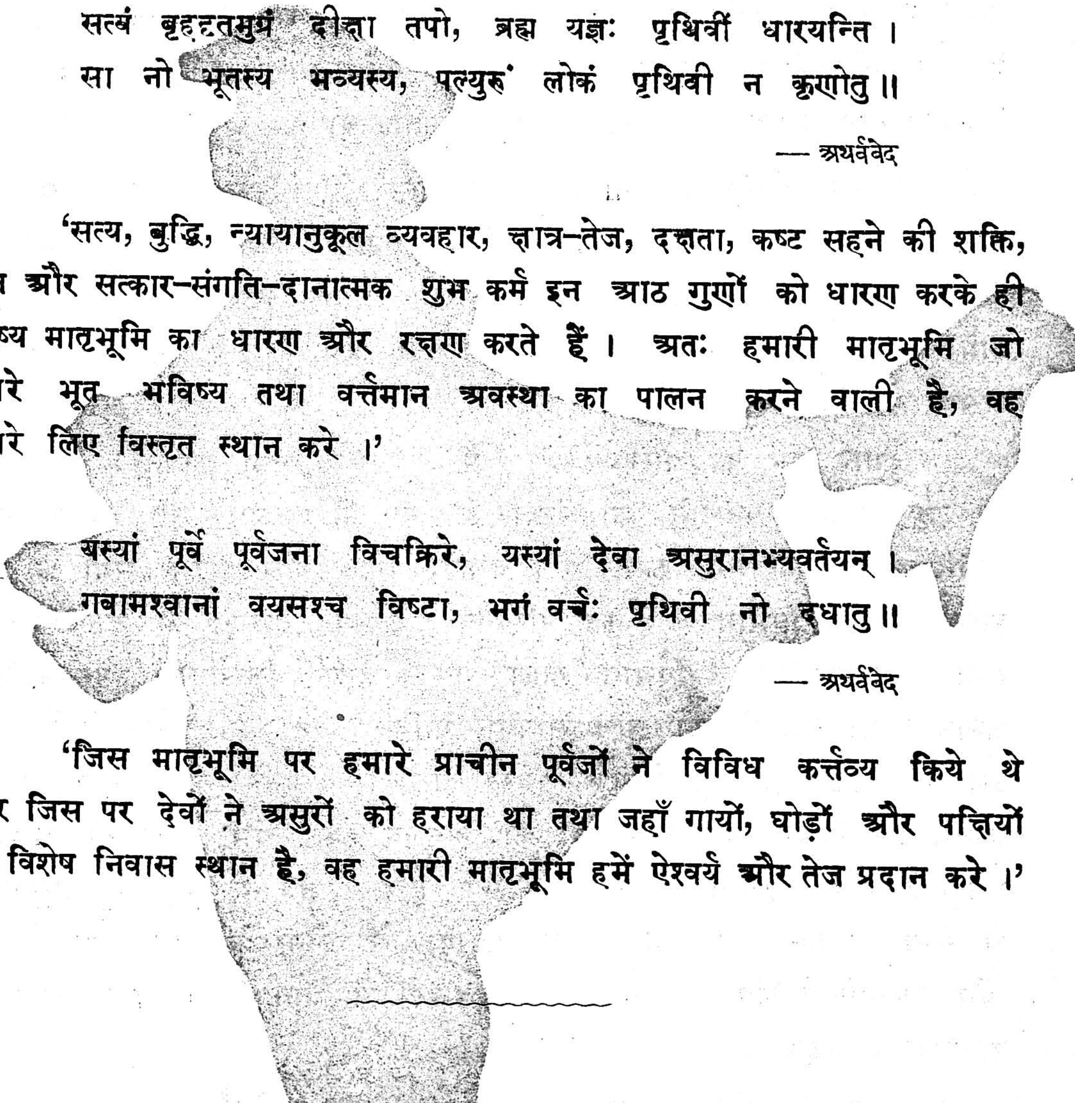
अंधेरा धीरे-धीरे उतर रहा था। स्मृतियों में वह इस तरह खो गयी थी कि पांच घंटों की ध्वनि जैसे उसके कानों में पड़ी ही नहीं। वह तो उस समय सुन रही थी उनके शब्द—"कम्मो ! मैं तुम्हारे बिना जी भी नहीं सकता।" जैसे ग्रामोफोन पर कभी-कभी रिकार्ड खराब हो जाने से सुई बार-बार एक ही शब्द को दुहराती है उसके कानों में पड़ रहे थे—"कम्मो। मैं तुम्हारे बिना..........." "कम्मो ! मैं तुम्हारे..........." कम्मो ! मैं..........." "कम्मो ! ...." "क ...." तभी उसे लगा कि दरवाजे के पास किसी के पांवों की आहट हुई। अभी तो शायद छह भी नहीं बजा है। फिर भी वह बाहर गई, देखा। विनोद था। मन अनेक दुश्चिन्ताओं से फिर एक बार भर गया। तभी विनोद ने कहा—"दीदी ! आज ट्रेन लेट है, साढ़े आठ से पहले नहीं आयेगी। मैं रोटी खाकर चला जाऊँगा"। चाहती तो वह बहुत कुछ कहना, पर अबोध भाई को क्या कहती; एक ठंडी सांस लेकर धीरे से कहा—"अच्छा तू आजा।" और घर में चली गई भोजन की व्यवस्था करने।

पास के किसी घर से यकायक रेडियो से निकली गीत की एक पंक्ति उसे छूती हुई निकल गई—

'तेरे भरोसे हे नन्दलाला
कोई रो—रो बाट निहारे.........'

मातृभूमि को वन्दना

आचार्य रामप्रताप शास्त्री



सत्यं बृहदृतमुग्रं दीक्षा तपो, ब्रह्म यज्ञः पृथिवीं धारयन्ति ।
सा नो भूतस्य भव्यस्य, पल्युरुं लोकं पृथिवी न कृणोतु ।।

— अथर्ववेद

'सत्य, बुद्धि, न्यायानुकूल व्यवहार, क्षात्र-तेज, दक्षता, कष्ट सहने की शक्ति, ज्ञान और सत्कार-संगति-दानात्मक शुभ कर्म इन आठ गुणों को धारण करके ही मनुष्य मातृभूमि का धारण और रक्षण करते हैं। अतः हमारी मातृभूमि जो हमारे भूत भविष्य तथा वर्त्तमान अवस्था का पालन करने वाली है, वह हमारे लिए विस्तृत स्थान करे ।'

यस्यां पूर्वे पूर्वजना विचक्रिरे, यस्यां देवा असुरानभ्यवर्तयन् ।
गवामश्वानां वयसश्च विष्टा, भगं वर्चः पृथिवी नो दधातु ।।

— अथर्ववेद

'जिस मातृभूमि पर हमारे प्राचीन पूर्वजों ने विविध कर्त्तव्य किये थे और जिस पर देवों ने असुरों को हराया था तथा जहाँ गायों, घोड़ों और पक्षियों का विशेष निवास स्थान है, वह हमारी मातृभूमि हमें ऐश्वर्य और तेज प्रदान करे ।'

सेना सेवा कोर

मेजर गोरख नाथ

८ दिसम्बर १९६७ का दिन हमारी कोर के लिये एक ऐतिहासिक पर्व था। उस दिन हमारे राष्ट्रपति डा० ज़ाकिर हुसेन, जो सशस्त्र सेनाओं के सर्वोच्च सेनापति भी हैं, हमारी कोर को नया 'कलर' प्रदान किया। यह सम्मान कोर के अतीत शूर वीरता, निःस्वार्थ कर्तव्य निष्ठा और अथक सेवाओं का प्रतीक था।

'कलर' अलंकरण समारोह बँगलौर सेन्टर में ८ दिसम्बर को सम्पन्न हुआ। साथ ही साथ कोर का पहला भूतपूर्व सैनिक सम्मेलन (Reunion) भी आयोजित किया गया। इस अवसर पर हमारे पुराने सैनिक जिन्होंने हमारे कोर का नाम उज्जवल किया था एकत्रित हुये। यह हमारे लिये महान गौरव और उत्साह का दिन था।

हमारे कोर का प्रारम्भ १७६० में 'ईस्ट इन्डिया कम्पनी' की सेनाओं को युद्ध सामग्री पहुँचाने की संस्था के रूप में हुआ। उस समय इसको 'कौमिसेरिअट' विभाग कहते थे। बम्बई, बंगाल और मद्रास सूबों के अलग अलग अस्थाई विभाग थे। कुछ परिवर्तनों के बाद १८१० में तीनों सूबों में स्थाई 'कौमिसेरिअट' विभाग खोले गये। इनकी जिम्मेदारी 'ईस्ट इन्डिया कम्पनी' की सेनाओं को खाद्य सामग्री, गाड़ियाँ, बूट आदि पहुँचाने की थी। इस बीच कई युद्धों में जिसमें 'ईस्ट इन्डिया कम्पनी' की सेनाओं ने भाग लिया, इस विभाग की उपकारिता का अनुभव हुआ और फलस्वरूप १९०१ में 'सप्लाई और ट्रान्सपोर्ट कोर' का जन्म हुआ। तब से यह औपचारिक रूप से सेना का अंग बन गया। प्रथम महायुद्ध में सेना के साथ साथ 'सप्लाई और ट्रान्सपोर्ट' कोर ने जगह जगह लड़ाइयों में भाग लिया और युद्ध सामग्री पहुँचाने में मदद की।

१९२३ में कोर का नाम 'इन्डियन आर्मी सर्विस कोर' रक्खा गया। १९३५ में सम्राट जार्ज पंचम के जन्म दिन के अवसर पर कोर की पूर्व सेवाओं

के उपलक्ष में 'रायल' की पदवी दी गई और कोर का नया नाम 'रायल इन्डियन आर्मी सर्विस कोर' रक्खा गया।

द्वितीय महायुद्ध में कोर का महान विस्तार हुआ और महायुद्ध समाप्त होने तक भारतीय सेना का छठां भाग हमारी कोर का था। कोर ने संसार के हरेक मोर्चों में भाग लिया और यश कमाया। कोर की यूनिटों ने इटली, फ्रांस, सूडान, मिश्र, लीबिया, ईरान, ईराक़, रूस, यूनान, अरब राज्य, बर्मा मलाया, जावा, बोर्नियो आदि देशों में लड़ाईयाँ लड़ी। कोर की सेवाओं की प्रशंसा सभी सेना नायकों ने की।

२६ जनवरी १९५० को गणराज्य घोषित होने पर कोर का नाम 'आर्मी सर्विस कोर' पड़ा। कश्मीर युद्ध में कठिन समस्याओं के फलस्वरूप भी कोर ने सेना को युद्ध सामग्री और अस्त्र शस्त्र प्रयोजन का अबाध्य प्रवाह जारी रक्खा। इसी युद्ध में लेफ्टिनेन्ट कर्नल पाई को 'वीर चक्र' से आभूषित किया गया।

८ दिसम्बर १९५० को राष्ट्रपति ने कोर के 'बैज' में राष्ट्रीय चिन्ह लगाने की अनुमति दी और उसी उपलक्ष में प्रति वर्ष ८ दिसम्बर को कोर दिवस मनाया जाता है।

१९६२ में चीनी आक्रमण के समय कोर ने महान तत्परता से अपना कार्य निभाया, जिसकी सराहना न केवल दैनिक समाचार पत्रों में हुई, वरन सेना—अध्यक्ष ने भी की। उसी साहस, कर्तव्य निष्ठा और लगन के साथ कोर ने १९६५ में पाकिस्तानी आक्रमण के समय अपने कर्तव्य का पालन किया और महान संकटों का सामना करते हुये युद्ध सामग्री को यथा समय पर पहुँचाया।

८ दिसम्बर १९६७ को 'कलर' प्रदान करने के साथ साथ, कोर को नया नाम भी मिला 'सेना सेवा कोर'। कोर का लक्ष्य—सेवा अस्माकम् धर्मः हम सब के लिये एक चुनौती है। हमें अपने महान कर्तव्य को धैर्य, साहस, कार्य, कुशलता और कर्तव्य परायणता से पूरा करना है। और सदा अपने कोर का नाम ऊँचा रखना है।

" नयन "

कैप्टन गिरधर गोपाल अग्रवाल

तेरे नयनों की गहराई प्रिये,
जैसे मधु का इक प्याला हो
गिरें, उठी मनमोहक पलकें,
जैसे साक़ी ने मधु ढाला हो

तेरे नयनों की गहरी लाली,
जैसे मधु की मादकता हो
नयन उठें, और झुकें अदा से,
तो बिन पिये ही मतवाला हो

तेरे नयनों का ये नीलापन,
जैसे विष को ही मथ डाला हो
तेरे नयनों का श्वेत वर्ण,
जैसे अमृत का प्याला हो

श्वेत — नील — लाल रंग मिल जायें,
हो संगम अमृत — विष — हाला का
गिरे, "अधीर" उठे, गिर जाये,
ध्यान रहे, प्रिये, मुझ मतवाला का

उठो जवानो

आर० सी० आज़ाद

उठो जवानो, धूम मचा दो अपनी वीर जवानी की
नाम अमर कर जाओ जग में बेला है कुरबानी की
मानव—मानव भाई यहाँ बच्चा बच्चा हिन्दुस्तानी
नाम मिटा देंगे धरती से, खबरदार पाकिस्तानी !

निज सीमान्त नहीं देंगे
पावन भूमि नहीं देंगे

जो कुछ हुआ बहुत थोड़ा है, यह शुरूआत कहानी की
नाम अमर कर जाओ जग में बेला है कुरबानी की
जिस धरती ने जन्म दिया है उस की ख़ातिर मरना है
माँ बहिनों की लाज गवाँकर, जीना भी क्या जीना है ?

अपनी शान नहीं देंगे
अपनी शील नहीं देंगे

काट काट कर सर दुश्मन के पूजा करें भवानी की
नाम अमर कर जाओ जग में बेला है कुरबानी की
यह है राजस्थान हमारा, धरती आग उगलती है
सब कुछ न्यौछावर कर दुल्हन, हंसते हंसते जलती है

उठो जवानो

जीवन दान नहीं देंगे
रेगिस्तान नहीं देंगे

तोपों पर सीना रख देंगे, यह पहचान जवानी की
नाम अमर कर जाओ जग में बेला है कुरबानी की
आज अहिंसा की रक्षा को हमने शस्त्र उठाये हैं
परिभाषा समझाने को ही हम मैदान में आये हैं

छुपकर चोट नहीं देंगे
धर्म की ओट नहीं लेंगे

ताना शाही खत्म करेंगे दुश्मन की हैवानी की
नाम अमर कर जाओ जग में बेला है कुरबानी की

DST VISITS FORWARD AREAS

Received by GOC

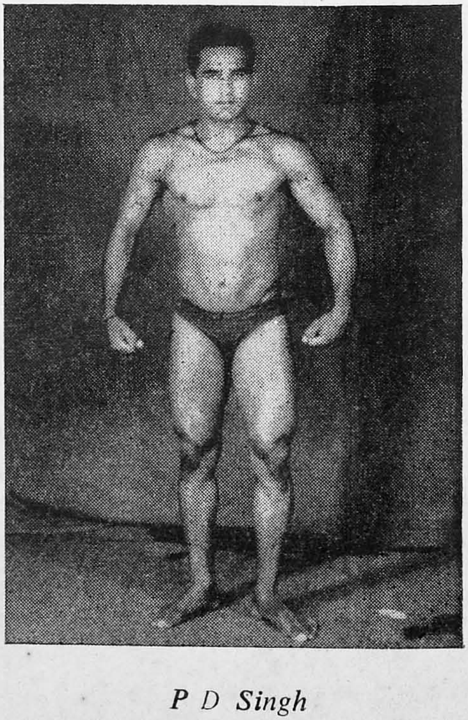
with officers

Order of Regne en urgent (Silver) to Maj Gen Gill

Glorious innings !

Brig Napier retired on 15 May 68

Well Done !



P D Singh
winner of welter weight championship

Editorial

'स्वे स्वे कर्मण्यभिरतः संसिद्धिं लभते नरः'

Devoted to his own duty man attains perfection.

Gita XVIII : 45

THE appointment of the Director as an Honorary *Aide-de-Camp* to the President is not only a true recognition of his dedicated and devoted service but reflects the esteem and regard in which the Army Service Corps is held by the highest in the land. For the first time in our history this great honour has been bestowed upon us. With this unique privilege and upgradation of the rank of Director, we sincerely hope that the appointment would soon be redesignated as Director General of Supplies and Transport.

We offer our heartiest congratulations to the participants in the last Delhi Horse Show. Up against veteran teams we put up a magnificent performance and bagged as many as 18 prizes. Perfect horsemanship of Dafadar Mast Ram rightly won him the National Championship, DST's cup and a special memento from Chief of the Army Staff. Our best wishes to the budding horseman for a still bright future.

With the upgrading of some of the appointments in the senior rank, we had hoped that the Corps would get its fair share and that would go a long way in reducing the existing disparity in the promotion of our senior ranks. But, to our disillusionment, we have been able to get only a few vacancies, which hardly help in solving the problem to any degree, particularly in the senior ranks which form part of general cadre. Unless we approach the problem afresh and realise that the service in the Armed Forces is a career and rationalise the promotion of senior ranks on Army basis, a fair, just and equitable solution will be difficult; and we will be tackling the problem only superficially. In our considered opinion an appropriate distribution of senior appointments related to the strength of officers' cadre in various arms and services is the only workable and satisfactory solution. The wide gap in promotion is already causing frustation and dejection among Corps

officers and any more delay in solving this problem would further aggravate the situation. The Government has accepted the service in the Armed Forces as a career and it should therefore be so provided.

There appears to be a move afoot to do away with small independent units and reorganise them into bigger units on the lines of Army Service Corps battalions, thereby fostering better *esprit de corps* and effect further economy in manpower. It goes without saying that the reorganisation of erstwhile transport companies and composite platoons into Army Service Corps battalions and the organisation of composite companies have already taken root effectively. This step will further stabilise the organisational fibre of the Corps and improve its functional efficiency.

The importance of new ideas and research hardly needs emphasis in a modern army; the technological developments and improved industrial management techniques make it all the more important. So far little has been done in our Army to streamline our administrative set up and organisations. A proper administrative research and combat development cell, with selected officers having aptitude and experience in this direction, should be created to examine our logistics system in comparison with other modern armies of the World. It will be only appropriate if we, the major partner in the administrative set up in our Army, take the initiative.

In this issue, a paper on 'Transport in a Modern Army' by Major General E H G Lonsdale, MBE, M Inst T, Head of the Royal Corps of Transport has been reproduced by the kind courtesy of the Royal Corps of Transport and Institute of Transport, London. It gives a vivid account of the evolution and organisation of the Royal Corps of Transport, its tasks, equipment and how the transport is organised to meet these tasks—a food for thought to rationalise our own organisation. While examining it, the technical feasibility and financial effects will, however, have to be given due thought commensurate with the conditions prevalent in our country. Nevertheless our thinking should be governed by the requirements of dynamism related to economy compatible with efficiency and our requirements.

Major General E H G Lonsdale, M.B.E., M.Inst. T.

Paper read before the Institute of Transport in London on March 13th 1967. The author assumed the appointment of Transport Officer-in-Chief (Army) on June 12th 1966. In this capacity he is head of the Royal Corps of Transport and professional adviser on all aspects of transport to the Army Board. The post of Transport Officer-in-Chief came into being on July 15th 1965 with the creation of the Royal Corps of Transport.

(Courtesy : Royal Corps of Transport and Institute of Transport, London.)

TRANSPORT IN A MODERN ARMY

IT is a unique occasion and a privilege for the Transport Officer-in-Chief of the Army to have this opportunity to present a paper to the leading civilian transport operators of the nation. In the fields of experience, technology, weapons, fighting vehicles and transport, the British Army, though small, stands high on the list of modern armies and I make no apology for choosing it to speak about.

To cover the whole range of transport of all types in an army would take too long. From the material at my disposal I am going to speak of transport in its logistic role and as it is operated by the Royal Corps of Transport, of which I have the privilege to be the head, and which operates a large proportion of the vehicles in the Army.

So that you may fully appreciate the Corps' place in the Army, I will just remind you of the broad organisation of this rather complicated machine, its present tasks and how transport is organised to meet these tasks. I will then go on to discuss briefly officers and soldiers of the RCT and the organisation and control system. This will lead on to a description of the varied tasks of my Corps and the equipment that is currently in use to enable us to carry out our jobs. I will then deal with the question of finance and costs, the methods of training, the maintenance

and repair system and, finally, will give you an outline of future developments.

Origins of the Corps

If I may, I will first step back two hundred years, and tell you of the early days of the first Transport Corps in the Army, which started with the formation of the Royal Wagoners in 1794. It was very primitive and had little of the sophistication of modern days. After several changes, and especially throughout the Napoleonic wars, it developed into the Military Train which was formed in 1856. This had a varied heroic career in India and China, and although this organisation had split into two separate Corps in 1869, it did much to bring about the formation of a supply and transport corps—the Army Service Corps—in 1888.

In the First World War this Corps served with great distinction and was honoured by the prefix 'Royal', and so the Royal Army Service Corps carried on its supply and transport role through the Second World War to 1965. At this stage the transport element of the Royal Army Service Corps combined with the transportation and movement control branches of the Royal Engineers to form our new Corps — The Royal Corps of Transport.

In general, the development of the Army's transport follows closely that of civilian transport and, in the main, has been dependent on the the progress made by civilian operators. However, it has not been a completely one way traffic and, as with many other facets of industry, the special needs of the army — particularly in times of war — have widened and hastened technical research and development that has proved of value to the civilian transport industry.

From earliest times transport has been essential to the success of an army and Philip Guedalla's book '*The Duke*' gives several examples of Wellington's appreciation of the fact. For example, at the start of the Peninsular War in 1808, Wellington knew that armies left at large to wander down the broad corridors of Spain were likely to starve. The Country barely lived itself and it was necessary to transport food and other supplies. A war of transport and supply was novel to the French; but to a soldier of the East India Company it was a most familiar mode. He was accustomed to intone an endless litany of commissariat bullocks, and has mastered that eternal truth of Indian Warfare, "If I had rice and bullocks I had men, and if I had men I knew I could beat the enemy". Guedalla remarks that Wellington's housekeeping anxieties were in strange contrast to the grave ablatives

absolute of Caesar or Napoleon's baroque eloquence. In Wellington's own words, "It is very necessary to attend to all this detail, and to trace a biscuit from Lisbon into a man's mouth on the frontier, and to provide for its removal from place to place, by land or by water, or no military operations can be carried on, and the troops must starve". Even his strategy was dominated by the practical consideration that "a soldier with a musket could not fight without ammunition, and that in two hours he can expend all he can carry".

From the earliest times the British Army has been concerned with the operation of water transport and animal transport, and the first British military railway was operated in the Crimea by one of my Corps' predecessors — the Land Transport Corps. However, it is a historical fact that the Army was slow to capitalise on the development of the internal combustion engine, and, although there was mechanisation of land vehicles in the Boer War, even in 1914-18 animals were the primary means of transport in the combat area.

Steam traction was used as far back as 1899 and there were twenty-one types of traction engine used in South Africa during the period 1899—1902. Amongst these were the armoured type descended from the 10 h.p. Fowler and known as the B5. The B5s were operated at Bloemfontein, Pretoria and Mafeking, but servicing problems were such that they were usually only effectively employed for about 16 days a month.

By 1903 the mechanical strength of the Army Service Corps was 14 traction engines, 72 trucks, 11 lorries and 7 cars. These included such vehicles as a 1901 Wolseley, a Hornsby Caterpillar and a 1903 Riley.

In 1903 the first Mechanical Transport Unit came into existence when 77 Coy ASC was formed at Chatham. This unit operated a variety of vehicles including the Wolseley, Daimler and Stirling lorries and the Thornycroft steam wagon. In 1905 a 40 h.p. Wolseley underwent severe trials on a 231 miles route between Leeds and Aldershot. Many difficulties were encountered, not least that whilst the maximum legal speed limit was 5 m. p. h., the vehicle travelled more effectively at about 8 m. p. h.

Was it perhaps, due to this type of difficulty that not until 1927 was the mechanically propelled vehicle accepted as more economical than the mule, and not until the nineteen-thirties that mechanisation of the army really got under way ?

The global nature of the British war effort in World War II brought

enormous transport problems. There had been no real passenger and freight control organisation prior to 1939. This had been regarded as a part-time job for already hard pressed junior officers. However, the inclusion of experienced commercial operators into the Army enabled us to develop the Army's full transport potential quickly and to meet the commitment.

By 1945 the army operated its own sea-going vessels, small craft, and railways in many parts of the world. Re-supply by air was common place. RASC personnel were among the founder members of the Glider Pilot Regiment and RASC Air Despatchers were operating from RAF aircraft in the Burma airlift. On the land the RASC were driving tank transporters, amphibious vehicles, armoured personnel carriers, bulk fuel tankers and, of course, the ubiquitous 3 and 10 ton trucks.

It is a fact that wherever the fighting soldiers were located there were RE "movers" and RASC drivers helping them to do their job. These men were proving the truth of Churchill's famous words "Victory is the beautiful bright-coloured flower. Transport is the stem without which it could never have blossomed".

Present Responsibilities

Now let me turn to the present tasks and responsibilities of the modern army and, in particular, to those of my own Corps.

Army

The army is required to assist in the protection of British interests whenever and wherever they are threatened and must, therefore, be able to play a part in cold war, internal security situations, limited war or general war. This entails some degree of dispersion throughout the world and results in overseas garrisons changing in size and shape to meet current situations. The composition of the army is designed to meet these requirements. The army consists of, first, fighting troops, second, supporting elements designed to supply the material, physical, mental and spiritual needs of the fighting troops, and third, the machinery to co-ordinate the efforts of the whole — Commanders and their Staffs.

As far as transport is concerned, the army's requirements are twofold. First the need for vehicles which will allow a unit to carry out its given role; for example, the actual fighting vehicles of the Royal Armoured Corps or Royal Artillery, the armoured personnel carriers of the infantry, the specialist recovery and repair vehicles of the Royal Electrical and Mechanical Engineers and the wireless vehicles of the Royal Corps of Signals. These vehicles, together with the necessary

domestic vehicles of a unit, come under the general heading of Unit Transport and are driven and operated by personnel of the particular unit to which they belong.

The second requirement is for transport support for all arms and services and this involves the use of all transport media; road, rail, sea, inland waterways, air and hovercraft. It is with this requirement that the RCT is primarily concerned.

The Corps

Before I outline the present tasks and responsibilities of my Corps, I would like to stress the close relationship between many of our transport activities and those of civilian operators.

At all times we are actively engaged in the task of moving personnel and stores and we frequently find that the most economical way of doing this is by the use of commercial or contract transport agencies. Unlike those of the majority of civilian operators, our interests are not concerned with just one aspect of transport; for example, road haulage, the provision of passenger coaches or air travel to the continent; but with all transport media. We require trains for freight export traffic and special passenger trains for movement of personnel; each week an average of 10,000 passengers have to be flown either from or to this country at a cost of approximately a quarter of million pounds. In addition to this, we are continuously engaged in the hire of various types of road transport for the carriage of passengers and freight, and for the movement of abnormal loads.

In all these activities we act as the Army's agents and so must have a wide knowledge of civilian transport capabilities and methods. Because of this wide range of activity and because of the worldwide responsibilities of the Army, our officers and men need to be adaptable in order to have sufficient expertise in all the various aspects of transport which they will be required to organise, control and operate. This need is reflected in our system of training with which I will deal later.

Organisation

For the moment, I must turn to the methods of operation of the army's transport "fleet" and again will concentrate on that large portion operated by the RCT to provide logistic support for both combat and administrative troops.

At the top of the worldwide pyramid of RCT units and personnel is my own Headquarters at Lansdowne House. At each overseas and home Command Headquarters, there is a Chief Transport Officer, a Brigadier or Colonel, who controls the RCT

units within his area of command. Each Division in the Army has its own RCT Regiment which includes a transport squadron on a scale of one for each Brigade in the Division. The main task of these squadrons is to transport and distribute the food, petrol, ammunition and stores to units of the Brigade. Then there are other regiments that specialise in a particular aspect of transport. For example, Bridge Regiments, Tank Transporter Regiments, and Motor Ambulance Regiments. Incidentally the number of vehicles engaged in tasks connected with the Royal Engineers is very large and this is one of our most important commitments. It is also a commitment which starts before an operation and continues during and after it. Finally, in each Garrison or District, there is a Transport Control Centre; its job is to co-ordinate traffic and make the optimum use of both military and civilian transport resources.

The Royal Corps of Transport is today deployed throughout the world. A very large proportion of our units are stationed with the Rhine Army whilst smaller contingents are to be found in Malta, Libya, Cyprus and Hong Kong. In Aden and the Persian Gulf, RCT personnel and their transport operate under singularly difficult conditions and we have also been kept busy in Malaysia and Borneo.

Present Tasks and Epuipment

I must now move on and describe some of the equipment that is currently in use and I can best do this by relating it to the actual tasks and responsibilitities of my Corps.

Land

Apart from unit transport the RCT is responsible for all army land transport and this is its main task. Nearly every type of road vehicle can be found within the units of the RCT from a motor cycle to a tank transporter, and in this wide range are included such specialist vehicles as fuel tankers, bridging vehicles and ambulances. In 'over the beach' operations, amphibious vehicles are necessary and we are at present equipped with the DUKW; a vehicle that has been around for some time and will be familiar to many of you.

Water

At sea, the RCT provides the officers and crews for the Army's fleet of vessels which range from harbour launches to ocean-going craft. In addition, canals and rivers can be used for transporting stores and the RCT have the equipment and expertise to make full use of them. Maritime units of the RCT operate craft according to their capability with tank landing craft being used over short-sea routes, ramped craft and launches in harbours and coastal

waters, and launches, lighters, tugs or workboats and barges of all types in estuaries and inland water-ways.

In any overseas operation a considerable quantity of stores has to be unloaded at ports and over beaches. The RCT unit designed to carry out this task is the Port Squadron, comprised of freight handling and lighterage troops. The lighterage troop operates tugs, workboats, and oil barges, when these are used for bulk fuel supply, and the Dracone which is a towed flexible barge.

Movement Control

In addition to operating the transport that I have just described, the RCT is also responsible for precessing the handling and documentation of both passengers and freight. This we call Movement Control.

The personnel of Movement Control Units operate all ports, beaches, airfields, railheads and all main focal points on the lines of communication, and take all necessary action to implement the movements plan. They also assist the transport agency operators as well as the users, monitor the movement of traffic, act as information officers, provide assistance in the mounting of strategic reserve operations and provide Air Transport Liaison Officers at mounting and deplaning airfields.

Air

On the air side, the RCT is responsible for logistic air support and this is a task for which our specialist units have won wide acclaim. We can deliver from the air almost every item required by the army; our Air Despatch crews are trained to load and secure military stores into RAF aircraft and despatch such loads by parachute or free drop to the ground forces below.

We also have our own flights which provide light aircraft support for Theatre Headquarters and a reserve of aircraft for allocation to field formations. The main aircraft in use is the Beaver but one flight is also equipped with the Scout helicopter. The Beaver has a cruising speed of 100 knots a range of 600 nautical miles and can seat six. The Scout which can seat five, has the same cruising speed but only half the range. These flights are used chiefly for communication flying at Theatre Headquarters level.

Although not under the strict category of Air Transport, I will make mention here of the RCT's own parachute squadron which provides transport and logistic support for the Army's airborne forces.

Hovercraft

Finally, and our newest task, the operation of the Army's hovercraft. This is a task we have accepted with

enthusiasm and confidence and we are at present investigating all the various possible uses to which the hovercraft can be put and the extent to which it can supplement our current land vehicles, water craft and amphibians. At the moment, we have two types, Westland SRN5 and the SRN6.

General

By the variety of these tasks that I have outlined you will see that although all branches of the Army are equipped with the types of vehicles required to carry out their particular role, the RCT has the responsibility of operating the Army's load-carrying transport and must be the acknowledged experts in this field. Nevertheless, we must never forget that we are still a combatant army and in addition to being transport specialists, our units have to be — and are — capable of fighting as infantry, should the need arise.

The Scale of Operations

Some statistics relevant to the Army's transport may be of interest and will, perhaps, help you to appreciate the reasons for the costing figures which I will mention later.

The Army's transport 'fleet' includes 150 locomotives, 20 railcars, 1,700 wagons and vans, 25 railway breakdown cranes, 12 Landing Craft Tanks, 118 vessels and small craft, and five hovercraft. All these are operated by the RCT which, in addition, has nine light fixed wing aircraft and nine helicopter in general use and, as I mentioned earlier, operate a large proportion of the Army's huge total of road vehicles of all types.

On the personnel side, the army has approximately 181,000 officers and soldiers and employs about the same number of civilians. It is interesting to note that whereas the share of the Defence Budget is about the same for each of the three Services, in the case of the Army a very high proportion of share of the money goes on manpower, whereas in the Royal Navy and the Royal Air Force, the greater proportion of their money goes on equipment.

The housing, feeding, clothing, personal administration and transportation of the army requires top grade professional management at all levels. Transport is only one element of this administration but it is, nevertheless, a very large element.

In 1965-66 the Army spent thirty-eight million pounds on replacing its vehicles and two million pounds on new shipping and small craft. Over eleven and threequarter million pounds were expended in the movement of troops and their families by road, rail, sea and air; using normal commercial or contract transport agencies. The cost of the movement

of freight in commercial transport was ten and a half million pounds. All this adding up to a total of sixty-two million pounds is the Army's contribution in hard cash to commercial life of this country.

This is indeed 'big business' and we in the RCT, the major operators of Army transport, are fully aware of the fact.

Training

I would now like to discuss the training of officers involved in operating transport in the Army. The men of the Royal Corps of Transport are not only highly skilled drivers, navigators or pilots, but the Army's experts in transport operation. In addition, and I have already mentioned the need, they are trained soldiers, capable of fighting as infantry.

Soldiers

Let me now trace the path of a regular recruit joining the RCT. He reports initially to a Training Regiment where he starts a fourteen week course consisting of training in basic military skills and driving. The driving instruction is given by qualified civilian instructors using modern techniques. After passing the civilian driving test; he is given more advanced driving instruction and is taught map reading, cross-country driving, towing and driving in convoy. When he has achieved the necessary standard he will qualify as a tradesman driver in the lowest grade.

Once trained, the RCT driver can obtain the grading of Driver Specialist by qualifying to drive a specialist type of vehicle, such as a tank transporter, amphibian, bridging vehicle or a Class 30 Trackway. Alternatively, and often additionally, he can obtain his specialist qualification in other transport media. He may wish to qualify as a driver—Horse Transport, in which case a twelve-week course will teach him the basic essentials of riding, animal management and the techniques of operating pack transport. On the other hand, he may wish to be associated with aircraft, in which case he will probably want to qualify as an Air Despatcher. The opportunity is also there for him to train as a pilot and, as an NCO to fly light wing aircraft or helicopters.

The complete range of trades open to the men of my Corps is a comprehensive one covering of very wide field of civilian transport operators. Amongst the NCOs and soldiers of the RCT can be found pilots, seamen, marine engineers, clerks, railway engine drivers, lightermen, stevedores and many other tradesmen including specialist drivers of all types of road vehicles. By the time he is an NCO the average RCT soldier might well be an expert in

two specialist fields, as well as having a good working knowledge of other aspects of our work.

Officers

The specialist training of our Officers is carried out at the School of Transport at Longmoor, in Hampshire. The School is divided into two main wings — The Transport Operations and Movements Wing, and the MT Wing.

The MT Wing sets the standards of MT operating and administration for the whole Army and achieves this by running courses for Unit MT officers and NCOs in addition to those courses run for the benefit of own officers.

The Transport Operations and Movements Wing is where officers of the Corps learn the principles and techniques covering the whole field of transport operations. In addition it runs certain courses for officers of all three Services.

The RCT officer will attend the School of Transport at least three times during his career; as a newly commissioned subaltern, as a Captain, and as a Senior Major or Lieut Colonel. On all of these occasions he will receive balanced instruction from all departments of the School, although naturally, at a progressively, higher level on each occasion. If selected, he may also attend the Advanced Transport Course, as a senior Captain or Major, when during a course of fifteen months' duration, he will spend a considerable time with all wings of the School, in addition to attachments to civilian establishments. The course also includes three months' civil studies at the City of London College, and this syllabus is partly aimed at the Institute's examinations. I should also mention that selected RCT Majors attend each course at the British Transport Staff College, Woking. I believe that only good can come from this mixing of military and civilian, and I think we have much to offer each other.

Before I leave the subject of officer training it may be of interest to you to know that there is now keen competition between officer cadets at the Royal Military Academy Sandhurst to obtain a commission in the Royal Corps of Transport. Being in the happy position of having more applicants than places available, we are able to choose our young officers with care and deliberation and this can do nothing but enhance the future, not only of the RCT but of transport operation in general.

Repair and Maintenance

One aspect of transport operation that I have not so far mentioned is that concerned with the maintenance

and repair of the Army's transport. Maintenance or servicing is largely the responsibility of the individual driver, although this is, of course, supervised and carried out in accordance with carefully laid down servicing schedules.

The repair, inspection and recovery of the electrical and mechanical equipment of the Army is the responsibility of the Royal Electrical and Mechanical Engineers and this Corps is also responsible for technical advice and investigation, at all levels. REME also fosters the reliability of equipment both before and after it is taken into service by advising designers on ease of maintenance and operation, evaluating the reliability and performance of new equipment, regular inspection, investigating defects, carrying out modifications and condemning equipments when they become unservicable. A REME workshop or Light Aid Detachment is incorporated into most army units in order to carry out these tasks and, although retaining their Corps identity, they become an integral part of that unit.

Future Developments

In the field of research and development I have a small Logistic Development Team.

One of its tasks is to evaluate commercial developments and it also acts as a centre from which specialist advice can be given to the Staff, Research and Development Establishments, and Headquarters and units in the field. Recently this organisation has been monitoring development in several transport fields, such as palletisa — and bulk refuelling, and is fully alive to our needs for the future.

Motor Transport

Let me now discuss some of the future development trends and I will start in the field of Motor Transport. The present army policy is to produce an efficient load carrying fleet, at minimum cost, which will comprise four categories of vehicle. These are, first, Tactical Vehicles; purpose built for use in the combat zone. Second, General Service Vehicles; basically commercial vehicles but embodying essential military characteristics. Third, Special Vehicles; such as recovery and communication vehicles, and, finally, Commercial Vehicles and Trailers from normal commercial production.

As far as the Royal Corps of Transport is concerned, the only vehicles under the first category are the Stalwart — High Mobility Load Carrier — and the tracked armoured vehicle used by our Field Ambulance units, the AFV 432. The Mark II version of the Stalwart is now on troop trials and incorporates various modifications of the Mark I, and had

a winch added. It is capable of swimming rivers but a study of its use as an amphibious lighter, suggests that it will not always be sufficiently seaworthy. Still on the subject of High Mobility Load Carriers there is a possible requirement for one of larger capacity — in the 15 to 20 ton range.

In the General Service Vehicle range one of the main requirements is for a light air-portable vehicle weighing less than 2,500 lbs and capable of carrying four men, or a driver and 1,000 lbs of cargo. A light-weight ¾ ton Landrover is now under trials and this has a special stripped body on a Mark VIII chassis which reduces the weight by 500 lbs. Rovers have also improved the power of the engine in the long wheel base ¾ ton truck to the extent that it may be possible to re-classify this equipment up to 1 ton.

Three prototype replacements for the old well tried three ton series of truck are now under trial. Our aim is to have a vehicle that will give a guaranteed 5 ton cross-country performance to match the load of the Stalwart and I am sure that, before long, we shall find such a vehicle from the commercial market.

In the 10 ton range the AEC Militant Mark III is now under user trials and trials have started on other version of the 10 tonner which will be a straight commercial buy.

Air

In the Air Logistic Support world a recent development is the Ultra Low Level Approach air delivery system. This platform is designed to absorb the impact of a vertical dead-drop of up to 20 feet combined with forward motion remaining after extraction from the aircraft and braking by parachute. The parachute attached to the platform is used merely to extract, retard and stabilise the platform when it hits the ground after release from a rear door type aircraft at 'zero feet'. The technique which is still evolving, has already been successful in Vietnam, and has the advantage of surprise and consequent protection over supply drops from higher altitudes. It does not lend itself, however, to operations combined with delivering personnel, at least until the dropping area is quite clear.

Still on the subject of air development there is to be a new helicopter to replace the Scout and the Beaver. This will have an improved payload, speed and endurance and will be able to perform a variety of transport tasks such as rapid deployment of small number of men, urgent deliveries of small items of equipment and casualty evacuation.

Sea

At sea the RCT will be closely associated with the Landing Ship

Logistic as this carries our latest raft equipment which we know as the Mexiflote and will handle fork lift trucks in the ships' holds. I should explain that the LSL is a logistic ship intended for the immediate support and maintenance of a sea-borne force engaged in a limited war operation and carries a number of troops, tanks and vehicles as well as stores. It also carries its own ship to shore craft for detail distribution and has a "roll-on roll-off" capability. The Mexiflote equipment is basically two 126 foot rafts which can be converted into a causeway.

The first LSL, Sir Lancelot, has now been operating in the Far East since early 1966. Two more, the Sir Galahad and Sir Belvedere, have recently gone into service and three more are under construction.

The future family of army craft for operational use in the 1970s has been approved and will include a replacement for the Landing Craft Tank. This is to be called the Landing Craft Logistic and will have a capability of 350 tons with a range of 4,000 nautical miles.

Other improvements or replacements will also be seen in craft for ship to shore discharge, craft for detail distribution and control and communication craft. In addition two prototype workboats, or tugs, have had satisfactory user trials in Aden and the UK and we are at present evaluating a fibre glass replacement for the harbour launch.

Materials Handling

Perhaps one of the most fertile areas for development at present is that of Materials Handling Equipment. To carry out its tasks at transport terminals the RCT requires suitable handling equipment, and in Limited War operations much of this has to have rough terrain characteristics. In view of this, the new family of rough terrain handling equipment will include a Light Rough Terrain Forklift Truck of 4,000 lbs capacity, a Medium RT FLT of 8,000 lbs capacity and a Rough Terrain Crane of 10 ton capacity. Consideration is also being given to a 5 ton trailer for use in conjunction with the fork-lift truck.

The Army's palletisation programme involves the introduction of much new handling equipment to be used in place of manpower. We have been studying the implications of this on vehicle loading which in future may require more specialised techniques than before. Pallets may require planned placing to avoid excessive axle loading and the use of restraining lashings or checks to prevent cargo shifting.

Now a few words on containers. This is a field in which the army was slow off the mark but is now realising

its full importance. We certainly do not intend to fall behind commercial practice, with regard to transporting and handling the type of container that we anticipate will be found in general use in the UK and Europe in two or three years time.

The HIAB Loader has been fitted to both Stalwart and the 4½ ton truck and has been used on troop trials. It is likely that a proportion of RCT vehicles will be fitted with these loaders, which will have a capacity of 4,000 lbs at a radius of 6¼ feet. The use of gantries for unloading and other purposes has also been receiving our attention. Gantries are not so flexible or rapid as cranes or forklift trucks but they are very much lighter, simpler and cheaper. There is one which has a capacity of 3 tons yet weighs only ¾ ton and it can be erected by three men in 25 minutes.

Computers

A new but important field of development as far as the RCT is concerned is that of computers. We have followed the application of Automatic Data Processing Systems in the commercial field of movement and transport, and believe that, although our scale of operations varies, ADPS has an application to military transport. To this end, a feasibility study is being undertaken to examine which particular aspects of our responsibilities would benefit from the use of computers. As we, in this field, would be concerned with spending considerable sums of Government money, we hope not only to avoid mistakes, but to benefit from the experience and lessons of others. We are, therefore, following very closely the existing application and future developments.

Hovercraft

I will mention just once more likely field for development — the Hovercraft. As I have already mentioned the RCT is operating two types of craft at present; the Westland SRN5 and the SRN6. The logical follow-up to these General Service craft would be a medium logistic and support hovercraft and British Hovercraft Corporation are developing one known by its trade name of BH 7. We hope to have this on trial by 1968.

Conclusion

During my talk I have told you something of the history of transport in the Army and the evolution of my own Corps from its early ancestry. I have outlined the present tasks of the Army and its requirements in respect of transport. I hope that I have adequately explained how these requirements are met by either unit transport or through the offices of own Corps. You have had details of some of the equipment that is

currently in use and have learned something of the officers and men who operate that equipment and their method of training. I have also mentioned a few statistics and have given an outline of the maintenance and repair system in the Army. Finally I have dealt in some length on the subject of future development.

There is no doubt in my mind that the formation of the Royal Corps of Transport has strengthened the Army's transport organisation. The Corps started on the firm foundation built by its predecessors and has progressed well during the first two years of its formation. Nevertheless, it would be a mistake to feel complacent and we realise that we must continue to improve our techniques and keep abreast of advances in the commercial transport world. To assist us in this endeavour, we will seek even closer ties with the Institute of Transport which we know will be to the advantage of the Royal Corps of Transport and we hope, will prove of some advantage to the Institute.

Finally, may I say that I take great pride in my membership of both these organisations and am most grateful for the opportunity that your President has afforded me to present the one to the other.

The hands that help are Holier than the lips that pray.

— Robert Ingersoll

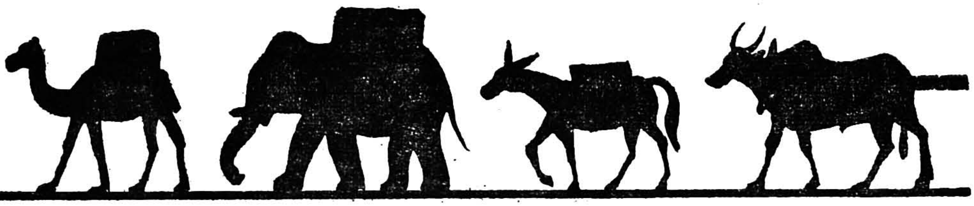
Praise undeserved is satire in disguise.

— Pope

We should thank God that He did not give us the power of hearing through walls; otherwise there would be no such thing as friendship.

—Austin O'Malley

MILITARY TRANSPORT IN INDIA



Lt Col BN Majumdar ASC

IN THE 19th CENTURY

THE conditions prevailing in India during the 19th century necessitated in keeping certain quantity of transport in the Indian Army as movable column carriage. It gave the army an ability to move quickly at short notice into any troubled spot.

The Indian Transport men were all civilians and lacked organization and discipline. Sir Hugh Rose remarked in 1860 in these words :

"The Camel, elephant, bullock drivers, in short, the men of the 'Train', from being all undisciplined and unorganized, compromise the safety, credit and discipline of the Army by the commission of every description of disorder and outrage, for which in India they are proverbial".

"They render hostile to the troops the inhabitants of the country by illuding and plundering them, thereby endangering our communications, supplies and means of information".

"They give the worst example to the soldiers".

In 1861 in Bengal the scale of transport kept was as follows :

For a force of one Army Corps consisting of 72 guns, 28 Battalions of Infantry and 20 squadrons of cavalry, sufficient transport was maintained. In the Bengal Presidency the authorised transport Establishment was 1,000 elephants, 6,600 camels, 350 pack bullocks, 530 draught bullocks and 1,500 mules. Similarly for Madras and Bombay sufficient

transport for movable columns were maintained.

However, transport requirements for a British Infantry Regiment were about 41 elephants and 280 camels and for Indian Infantry regiment were only 112 camels.

The scale of rations carried in those days with the movable columns were 7 days food with the commissariat department and with the troops were 7 days for horses (animals).

The Indian cavalry regiments required the least number of animals, as, each two troopers kept their own pony to carry own tent, baggage and personal property.

The Punjab Frontier Force maintained a permanent establishment of animals consisting of 53 camels and 40 mules for the carriage of regimental baggage in order to practice the commanding officers during training to organize and control their own baggage, camp equipment, public carriage and hospital establishments.

The main aim of keeping such a small nucleus of regimental transport was that it was too expensive to maintain a large transport establishment in peace but whatever was kept was so organized that it could be rapidly expanded in war without impairing its operational and functional efficiency.

There are many examples of how some wars almost came to grief due to poor functioning of transport in the Army.

In the Lushai expedition in the Cachar Coolie Corps 'a state of uncertainty and confusion lasted until the force had commenced its retreat'. During the Ashanti expedition the British troops were left on board the ships as there were insufficient carriers.

On another occasion during the Sittana expendition Sir J Adye had remarked 'the Lahore Government indeed, authorised the hire of camels and pack mules in considerable numbers, as best adapted for the contingency; but the mere hasty collection of animals never can constitute an effective transport. The obstructions in the road, the great amount of inferior nature of the transport, and the incompetence of the drivers, caused serious delay'.

The Lahore Mule Train, however functioned efficiently. It was raised by Capt A G Ross, Bengal Staff Corps, at Lahore in September 1867 for service in Abyssinia. Though the drivers were enlisted followers but they were inculcated with some military habits and training and they functioned as an efficient and disciplined organization.

Historically it can be said that the Lahore Mule Train was the forerunner of militarising transport organization in the Indian Army.

Actually it was Sir Charles Napier in 1843-44 who gave a military organization to the Army transport in Sind. Thereafter a Bombay column under Sir D Dundas was organized for the operations against Multan.

It is of interest to note that the weight of load carried on pack animals was fixed at 160 lbs after the Abyssinian campaign and the rations fixed were 10 lbs barley, 12 lbs hay for mules and ponies. These are almost in force even today.

Though periodic efforts were made to militarize Indian Army transport from time to time, yet they were not successful because of economy in expenditure. It was said that transport requirements for troops during war were very heavy because they were based on the scale of 40 lbs for the men, 10% private followers on the line of march, sick carrying facilities at 5% for the British and one percent for the Indian. But it will be recalled that subsequent efforts were made to reduce further the transport requirements of the troops.

True wisdom consists not only in seeing what is before your eyes, but in foreseeing what is to come.

— *Terence*

Life is a mission. Every other definition of life is false, and leads all who accept it astray. Religion, science, philosophy, though still at variance upon many points, all agree in this, that every existence is an aim.

— *Mazzini*

Major T Ninan

procedural problems in a supply depot

Introduction

MOST of the rules of procedures for the functioning of a supply depot were written in the pre-World War II era. Since then and specially during the last two decades, supply depots have undergone several changes both in organisation and function. Started on a limited role of issuing only the basic items of dry rations to troops in cantonments, depots now located in both peace and field areas, deal with the entire range of rations, fuel and POL required by the military and para military forces. Like any other installation in the army or civil, efficiency of the supply depot is also being affected by certain factors such as lowering standard of education of personnel, ethics of contractors, scarcity and spiralling cost of commodities. Consequently a few of these rules and regulations framed over 30 years ago do not fully meet the present day requirements. They have instead unwittingly become an impediment in the efficient and economical running of the depots.

The aim of this paper is to explain these lapses in the rules and certain other difficulties faced in the command of a supply depot and highlight its undesirable consequences.

Capabilities of Supply Units

While deciding on the type of a supply depot for any station, two factors are given due weightage; one, issue in bulk and the other, issue in detail. In between the two, issue in bulk is considered to be easier for a depot in terms of time and effort. Based on this premise, the capabilities of different types of supply units are enunciated in terms of tonnage for issue in bulk and feeding strength for issue in detail. The relation of

capabilities between the two modes of issues, if any, is not easily discernible. Besides, the definition of issues in bulk also does not appear to be correctly interpreted. Ration issued to individual units through a composite platoon is somehow considered as issue in bulk. Perhaps it is not known to many that the work in a supply depot does not become less or easier in case units in field areas are issued rations through composite platoons. The items, total tonnages, accounting responsibilities of the depot, all remain the same whether the units draw directly or composite platoons come on their behalf. Paradoxically, where composite platoons receive rations, the depots have an extra responsibility in that, they have to provide labour for loading. Such a requirement does not arise when units take rations directly as they bring their own working parties for loading. Therefore, it may be incorrect to categorise all issues through composite platoons as bulk issues and allot supply cover on the reduced scale. Issues in bulk are strictly those issues from one depot to another on issue vouchers such as along the communication zone or from the base to forward areas. To prove this point the following illustration is offered. Taking a case where a company ASC (Supply) 'B' is designed to feed 10,000 troops and hold upto 1,200 tonnes. If the unit is issuing in bulk, it should then hold 6,000 tonnes. Suppose the average holdings of the depots is approximately for 30 days including reserves; reduced to number of rations 6,000 tonnes of supplies for 30 days will cater for 1,00,000 troops. In the light of the present interpretations, the company is thus capable of:

(a) Direct issues to units upto 10,000 strength; or,

(b) Issues through composite platoons upto 1,00,000 strength. It is interesting to note that where issues are through composite platoon, the depot is expected to feed 10 times more strength than otherwise. That the composite platoon can reduce the work of the depot by one-tenth, is obviously an exaggeration of the platoon's capabilities.

Most of the depots in the field today issue direct to units and composite platoons simultaneously. Some of them also carry out issues to forward depots as regular replenishments. Yet certain others, besides carrying out all the above three functions, make substantial payment issues and book debit issues, which involve much more work than free issues to troops. Planners of supply cover obviously do not consider these combination of commitments, because

these are no where laid down as such. The capabilities of supply units as defined in the current establishments, are neither comprehensive nor accurate, as we wish them to be under the present conditions. Any planning of supply cover done on the basis of these data need not be therefore economical.

Systems of Accounting

Designed in the pre-World War II years, the field system of accounting was intended to be simpler and less time-consuming than the peace system of accounting. However, today with all the 'improvements' brought about during the last two decades, for supply depots operating in the field or peace area, accounting procedures and system of audit, are more or less same. Ironically depots in field area have a greater accounting responsibility today in that they have the additional burden to work out or scrutinise items of rations against unit indents and also maintain the individual unit ration account. Any audit objection raised on these unit ration accounts is to be settled by the depot and not by the units or composite platoons. That the present field system of accounting, instead of affording any relief to a field supply depot brings more work in its wake should be a case for investigation and remedial measures.

Monthly Stock Verification

The instructions are that the entire stocks in a depot from coal to carton are to be counted or weighed and quality checked, once a month by an officer and once a quarter by the unit commander. In other Army installations such as Engineers, Ordnance, MES depots which too hold equally valuable and fast moving items like ASC, stock taking is done once in a year, not necessarily by the officer commanding himself. Transactions in these depots come to a standstill for the duration of stock taking and all personnel responsible for checking devote themselves wholly and completely to this task. Whereas in a supply depot the procedure is different. Items are selected at random on the morning of every working day and stocks checked during the day throughout the month. Regulation does not accept a situation where the group holder is busy otherwise with receipts and issues in the group, or the officer engaged on the multifarious duties he has in a depot and the unit. It is seldom appreciated that to accurately check, a stock of 50 tonnes of hay, 100 tonnes of sugar, 50,000 litres of rum or 1,00,000 bags repairable, an officer will need at least one full day with several labourers at his disposal depending on the condition of the stocks. How in a depot having 3 officers, with one away on leave or course and the other

on temporary duty or on a station court of inquiry, can a lone officer remaining do the stock taking meticulously every day as per the discs kept in the box? It is a case worth going into. Left with no alternative, most of the officers therefore do the checking in a slipshod manner with the sole idea of completing the documents.

There may be some in the depot staff who can and do capitalise on such omissions in the following manner. Consider a group holder has illegally disposed of 5 tonnes of rice or sugar from a stock of 1,000 tonnes, on 25th of the month. On 26th, an officer has carried out the stock taking and certified the stock correct as per the ledger balance. On 27th or a few days later, the unit commander has received some evidence of the theft that occurred on 25th. If he shows any interest to proceed with the investigation, all that the group holder has to do is to point out the result of stock verification of 26th. Group holders can repeat this performance as frequently as they wish to.

No doubt there are a number of officers in the Corps and outside, who may consider the present procedure of stock taking essential and appropriate. The test lies in the answer to the question that in how many depots in the past 3 or 4 years, stocks have been reported short as a result of stock taking. Perhaps no where! While other installations in the army with equal responsibilities carry out stock taking only yearly or half yearly, it is a matter for consideration why supply depots alone should continue with the present system. Instead of offering any benefit, the current procedure causes infructious work, misunderstanding and breeds dishonesty in the depots.

Scales of Ration

It was in 1942 that the last edition of Scales of Rations and Supplies was printed. Ever since we have had a number of scales of rations, some revised, other newly introduced. Published under a large number of Army Instructions of different years, these scales in complete forms are seldom available or kept in readable conditions in most of the depots. Consequently, ration scales have become a nightmare for many, firstly because of the voluminous amendments that continue to be issued, and secondly on account of the proliferation of substitutes authorised for most of the basic items. Apart from causing further bureaucracy in the official channel what good these rations in their present form are to an other rank is worth examining.

Inspection of Fresh Supplies

In accordance with the instructions, an officer is required to inspect

all fresh supplies tendered by contractors. He should examine the stocks and if found within specifications, should weigh them in his presence. Weighments over, contractors should be asked to leave the depot after their portion of the IAFS-1520 is completed and delivered. The instructions provide no discretion with the officer to permit the contractors to carry out even a nominal sorting out of the tendered items inside the depot, nor supervise the weighments of the accepted stocks by anyone other than by himself. What happens in practice is altogether different. For it is doubtful whether any depot in the country can consistently obtain contract supplies in the manner presented in the book.

Understandably for an outsider, a small deviation from the book to suit the local conditions or a special situation, may look innocent enough, but not so for a court of inquiry or for that matter a dishonest subordinate. In a depot with 10,000 to 15,000 troops to feed, it is well-nigh impracticable for one officer to be continuously present in the fresh group for more than 2 hours, a day. Given that situation, a subordinate staff can indulge in issuing supplies below specification and also less in quantity, without legally involving himself in any degree, should such an irregularity come to light later. In that situation, no officer commanding possibly can take disciplinary action against the accused, because with the present rules and procedures, the unit commander or the officer himself has unwittingly become a party to those transactions much against his knowledge. No individual obviously likes to get his fingers burnt. So the officer either actively participates in the proceedings or tolerates the irregularities rather philosophically. What is worse is that the subordinates are fully aware of the inflexibility of these regulations and consequent helplessness of the officers.

Receipts and Despatches by Train

For the last several years, short despatches and receipts by rail have been a recurring complaint with all the depots. Checked by a board of officers, a consignment is despatched. When it reaches the destination and rechecked by another board of officers some shortages are invariably detected which are not always attributable to the negligence of the railways. Obviously the checking has not been accurate at one end or most probably at both ends.

An analysis of this problem should reveal the following. The composition of the board normally in every station is one officer and two JCOs, with the officer normally from the supply depot. Average time spent by the Receipt and Despatch section

to receive or despatch 5 to 6 wagons a day is about 8 hours. In practice it is seldom feasible for the board to be with the consignment for 8 hours, especially if they are loaded or unloaded from different places sometimes miles apart. What mostly happens is that the Receipt and Despatch section after loading or unloading the wagons, prepares the board proceedings showing whatever losses they wish to include. Left with no choice, the board of officers sign the proceedings in good faith. Onus of responsibility thus accepted by the board, the individuals who actually supervised the loading or unloading, get away with any discrepancy they have caused. Several years ago, an NCO or a JCO alone had to answer for any discrepancy at the sidings. Now a station board of officers supported by the station commander, vouch for the accuracy of loading and unloading. Nonetheless losses continue to occur as before. Perhaps the answer lies in devising a procedure more imaginative.

Claims Against the Railways

Should some transit loss be detected at the time of unloading of a few wagons of supplies, such as rice in non-standardised bags, then according to the railway rules for assessing the loss, the entire consignment has to be weighed on the platform in the presence of railway representatives. It is to be imagined such a situation occurring on an open railway platform during monsoon. From consideration of time and space alone, besides possibility of pilferage, no unit commander can afford to agree to such a requirement. Surprisingly he has very little elbow room to manoeuvre in such a situation. Again what happens in practice is that either the loss goes unclaimed, or Receipt and Despatch section after coming to an 'understanding' with the railway staff, obtain a certificate for an arbitrary quantity which obviously leads to malpractices.

Receipt and Despatch Shed

Every consignment irrespective of size, received or despatched from a depot is to be taken into the receipt and despatch shed, where Receipt and Despatch section has to complete certain formalities. Where the consignment is big it becomes time consuming, uneconomical, and wasteful in transferring the stock to the shed. Therefore, most of the depots do not comply with this requirement at least in practice. Like other contraventions of rules, this too has an undesirable effect in the depot. Exploiting such a situation, any individual who commits a fraud upon the stores in transit, can conveniently

find a scape-goat in the non-compliance of the above procedure.

Duties of Officers

In no other installation in the Army, or civil department, Class I officers are called upon to carry out so many lesser important duties as in a supply depot. Since the last two decades, an increase in the number of instructions issued from higher formations with the caution 'unit commander will be personally responsible', underscores a tendency to put the entire blame technically and legally on the officer. The result is that any theft, fraud, neglect, or misappropriation occurring in depots, the officer commanding and other officers become involved in varying degrees. To save themselves from disciplinary action, officers invariably try to hush up such cases. Some of these duties obligatory for an officer in a depot, regardless of the fact whether there are only one or two officers present, or he is committed on certain other tasks elsewhere, are mentioned below :

* Weighment of consignments both receipts and despatches.
* Signing of gate passes.
* Signing of packing notes and convoy notes.
* Acceptance of fresh supplies, irrespective of cost or quantity.
* Weighment of fresh supplies.
* Local purchases of every item, including purchases at the risk of the contractor.
* Possession of IAFS-1520 and posting of entries.
* Signing of units ration indents.

Spread over the whole day, these duties and several others not mentioned, are concurrently to be carried out from different parts within the depot and outside. How one or two officers together can do these efficiently is worth examining. Obviously the answer lies not in the increase of officers, but delegation of certain aforesaid duties to JCOs and NCOs.

Conclusion

In this article, an attempt has been made to highlight certain incongruities which have crept into the functioning of supply depots during the last several years. It is possible other officers too must have experienced similar problems in the command of depots in recent years. That there can be considerable improvement in the *modus operandi* of supply depots is not disputed by many. In that context, if this article helps us to narrow down our search to specifics, then, the aim will have been achieved.

A quick survey of the motor gasoline quality being sold in the world markets would reveal that the gasoline being used by the Indian Army is of the lowest octane rating. Amongst the underdeveloped countries even Basutoland and Burundi sell petrol upto 86 and 84 octane rating. Nearer home Ceylon sells upto 87. The Indian Army, of course, continues to use 70 MT Gas. The purpose of this article is to discuss the pros and cons of the continued use of 70 MT Gas.

Engine and the fuel

The performance of every type of vehicle is best on a fuel with certain definite characteristics. The main fuel characteristics which affect the engine performance are as follows :

(a) Volatility and distillation range.

(b) Distributive characteristic.

(c) Octane rating.

Out of the above the first two do not affect the discussion in this article. The volatility and distillation range determine the case of starting, the pick up and complete burning of the fuel. These two things are therefore laid down, taking into account the requirements of the engine and the climatic conditions of the country. Distribution characteristic really means that all the cylinders of the engine should receive fuel of the same octane rating. This depends upon the volatility of the octane increasing additive used. These two fuel characteristics are fundamental to all refinery productions and have to be provided to suit market conditions. Having determined these the next requirement is the octane rating. Fuels of different octane ratings are provided to meet the needs of different vehicles. There is always an optimum octane rating fuel for every engine. If a fuel of lesser octane rating is provided then the engine starts knocking. This leads to excessive vibration, loss of power and engine overheating. In extreme cases it can also lead to damaged pistons and engine seizures. On the whole it reduces the useful life of the engine and gives poor kilometres per litre performance. On the other hand if a fuel of the octane rating higher than required is used then it gives no greater advantage. The practice is wasteful because higher octane numbers mean more money and if it

Major Narendra Kumar, ASC

IT'S TIME WE SAID GOOD-BYE TO 70 MT

gives no advantage then the extra money spent is merely wasted. The requirement, therefore, is of using only the correct octane number fuel, neither less nor more.

Now, in the vehicle itself there are many factors which govern the requirements of the fuel octane rating and if the minimum needs are not met then the engine begins to knock. By far the most important factor is the engine compression ratio, a discussion of which will follow in the later part of this article. The engine and transmission designs have also a marked influence on the fuel performance. For example, an air-cooled engine needs a higher octane number fuel than a water cooled one. Similarly an engine with an aluminium head or a car with an automatic transmission needs lower octane number fuel. There are many other factors also which effect knock. Increase of inlet charge temperature, bad cooling of the metal around the combustion chamber, particularly near the exhaust valves and the spark plugs, will all increase the knock. It will increase with ignition advance and decrease with rise in engine speed. If an overrich, and thus uneconomical, mixture is supplied the knock decreases. On the other hand it is maximum at most economical mixture strengths. It is effected by water jacket temperature, atmospheric humidity and barometric height. Effect of turbulence inside combustion chambers is considerable. Axle ratios also effect knock. It would thus be seen that the study of knock is a very complicated subject and very closely related to the design of vehicles in general and engines in particular,

Study of this phenomenon has enabled the vehicle designers to produce models which have the least effect on knocks. This advantage is called the mechanical octane number of the engine and this figure is taken into account when arriving at the required fuel octane rating.

Along with the above improvements the automobile technologists have also been trying to increase the thermal efficiency of the engines. This is done by having high speed engines of greater compression ratio. The efficiency with which the fuel burns is largely dependent on the compression ratio i.e., the ratio between the volume of the mixture at the beginning of the compression stroke and that at the end of it. The modern trend, therefore, is to produce vehicles of higher and higher compression ratios. The relationship is known to be governed by the following formula :

$$\text{Thermal Efficiency of the Engine} = 1 - \left|\frac{1}{\text{Compression Ratio}}\right|^{n-1}$$

where n = 1.28 (approximately).

The limiting factor in this attempt is the detonation limit of the fuel. If ordinary fuels are subjected to greater compression then they may detonate even before the spark is provided. This produces knocking. This is one reason why fuels of higher octane number have to be used in engines of higher compression ratio.

Change in the Engine compression Ratios in Vehicles used by the Army

The Standard vehicles of our Army during the last World War were the Willys Jeep, Chevrolet and Ford 15 Cwt trucks and 3 tonners. Their compression ratios were as under :

(a)	Motor Cycles Matchless	5.8 : 1	
(b)	Motor Cycles BSA	5:1 ; 6.5 : 1 and 6.8 : 1	
(c)	Chevrolet 15 cwt and 3 ton	6.25 : 1	Same engine for 15 cwt and 3 ton
(d)	Ford ,, ,, ,,	6.30 : 1	
(e)	Bedford 3 ton	6.22 : 1	
(f)	Jeeps Willys CJ 2A and 3A	6.48 : 1	
(g)	Jeeps CJ 3B	6.9 : 1	

All the above vehicles have now been discarded by the Army. All 3 tonners accepted as future standard vehicles are compression ignition types. The compression ratios of the spark ignition engine vehicles now accepted are as under :

(a) Types of vehicles	Compression Ratios	Remarks
(a) MCs Royal Enfield	6.5 : 1	Engines of JONGA and NISSAN 1 ton are the same.
(b) Jeeps—Jonga	7.0 : 1	
(c) Cars, Ambassador	7.5 : 1	
(d) 1 ton—Nissan	7.0 : 1	

Correct Fuel

From the above paragraphs it would be seen that due to this change there has been an appreciable increase in the compression ratios of our vehicle engines and yet for fuel we continue to use the same old 70 MT. For the compression ratio of 7 : 1 the correct fuel will be 80 MT Gas and not 70 MT Gas (both as supplied by the trade at present).

There may be some who would say that 70 ON is the minimum laid down, though in actual fact the trade supplies higher than that. To them the answer is that the specifications are laid down keeping in view the minimum requirements. It is never wise to have low specifications and hoping to live on other people's mercies. What happens when consignments of 70 to 72 ON are offered ? With the existing specifications, can our laboratories reject them ? Then there could be another type of doubting Jones'. They would say, ' All this is too theoretical an approach. In actual practice we have seen that our vehicles run and there is no problem '. To them I would say that the real answer lies in actually testing the vehicles with both the fuels and seeing the results for themselves. And they say ' Seeing is believing '. I have carried out some actual trials and the results are as under :

Trial on a Jonga

Average speed — 50 Km PH

Serial No	Fuel Type	Quantity of fuel used	Kilometre readings Before	After	Kilometre run	KM per litre
(a)	(b)	(c)	(d)	(e)	(f)	(g)
1	70 MT	1 litre	13550.0	13556.3	6.3	6.3
2	80 MT	—do—	13556.3	13563.2	6.9	6.9
3	70 MT	—do—	13563.2	13569.5	6.3	6.3
4	80 MT	—do—	13569.5	13576.5	7.0	7.0

(a) Average Km per litre with 70 MT Gas — 6.3

(b) Average Km per litre with 80 MT Gas — 7.0

(c) Increase in Km per litre due to 80 MT Gas (b-a) = 0.7

(d) Quantity of 80 MT Gas neeeded for running the vehicle for a distance of 6.3 Km = $\frac{6.3}{7}$ = 0.9 Litres

(e) Quantity, in volume, of gasoline saved for every 1 litre used at present } = 1.0 — 0.9=0.1 litre

(f) Percentage of gasoline that will be saved } = 0.1 × 100 = 10%

Trial on a car Ambassador

Average Speed — 50 to 60 mph

Serial No	Fuel Type	Quantity of fuel used	Milometre readings Before	After	Miles run	Average Miles per litre
(a)	(b)	(c)	(d)	(e)	(g)	(f)
1	80 MT	1 litre	729.0	734.9	5.9	5.9
2	80 MT	—do—	000.0	006.0	6.0	6.0
3	70 MT	—do—	006.0	011.3	5.3	5.3
4	70 MT	—do—	000.0	005.2	5.2	5.2
5	80 MT	—do—	012.0	018.0	6.0	6.0
6	70 MT	—do—	018.1	023.3	5.2	5.2

(a) Average miles per litre with 70 MT Gas = 5.2

(b) Average miles per litre with 80 MT Gas = 6.0

(c) Increase in miles per litre due to 80 MT Gas (b — a) = 0.8

(d) Quantity of 80 MT Gas needed for running the vehicle for a distance of 5.2 miles — $\frac{5.2}{6}$ = 0.87 litre

(e) Quantity in volume of gasoline saved for every 1 litre used at present = 1.0 — 0.87 = 0.13

(f) Percentage of Gasoline that will be saved = 0.13 × 100 = 13%

Economic Implications

The above trial results show that 70 MT Gas is not the correct fuel for our present vehicles. If it was so then there would not have been any increase in Km per litre when 80 MT Gas was used. Now this much improvement in octane rating is possible merely by readjusting some refinery processes. There would therefore be very little extra expense and no foreign exchange involved. It is possible to bring about this increase in the octane rating merely by adding more *Tel*. This should not be accepted because firstly *Tel* is imported and therefore more *Tel* would mean more foreign exchange ; secondly, increasing of octane rating merely by additives does not increase

the fuel specific gravity. The heat energy output of fuel is related to the weight of the fuel. When the octane rating is increased through proper refinery processes it means a fuel of higher specific gravity and therefore a greater energy output. This gives increased Km per litre performance. On the other hand if the octane rating has been increased through additives alone then no increase in Km per litre performance will be seen.

The above argument leads us to the conclusion that replacing of 70 MT Gas by 80 MT Gas does not involve any foreign exchange. At the moment there is no difference in the prices of the two fuels but when required in large quantities then 80 MT Gas may be slightly more expensive than 70 MT Gas. As against this the saving in gasoline for every one million litres of gasoline used (taking 10% figure as arrived for Jonga) will be 1,00,000 litres. Now, the average figures of percentage yield (by weight) of gasoline from crude oil for the Eastern Hemisphere countries is 24.0%. Therefore, for 1,00,000 litres (or 68 tons) gasoline we would have required 227 tons of crude oil. This will be a net saving and is obviously much more than any likely increase in the cost of production of 80 MT Gas. Most of our crude oil also is imported. Thus a saving in gasoline is a saving in crude oil and which in turn is a saving in foreign exchange. We, therefore, see that against a possible marginal extra expenditure on producing higher octane rating fuel, we would save 227 tons of crude oil for every one million litres of 70 MT Gas now used. There will be other invisible savings also e.g., greater life of engine due to reduction in knock by using the correct fuel. This also represents a saving in total money as well as foreign exchange. Lesser quantities of gasoline used would also mean that much saving in rail and road transportation costs, as well as in tankage capacities. We, therefore, see that a switch over from 70 MT Gas to 80 MT Gas will result in a definite and considerable saving.

Strategic and Tactical Implications

The greatest advantage of this change over will be in the strategic and tactical field. At present two separate grades of fuel are being provisioned, stocked and used for 'A' and 'B' vehicles. This makes sudden re-deployment of armour difficult. Also any advance stocking of 80 MT Gas in any area is likely to give away in the surprise and shock effect of a sudden massive use of armour. If both types of vehicles use the same type of fuel then strategic as well as tactical surprise in this field can be achieved more easily. Such a standardisation of fuel will also make

storage and handling easier.

Recommendations

Before making any recommendations I readily accept the limitations of the trials carried out by me. I would myself like these trials to be done on a large number of vehicles operated in all types of conditions. Due to non-availability, I was forced to use only two types of fuels whose exact octane rating I did not know. I would recommend that fuels to be used should be pre-tested by the DRL (M) and their exact octane numbers determined. They should range from octane rating 70 to 95. Such trials will give the best results and the optimum efficiency fuel could then be easily determined.

I would like to add here that from the above recommendations the readers should not get the impression that there can be any doubt in regard discarding of 70 MT Gas, and the decision must await elaborate trials. I have given in this article, sufficient theoretical evidence to prove the need for this change. The results of my trials also provide adequate practical reasons for the change. Further detailed trials recommended are merely for deciding the exact new specifications.

Conclusion

The relationship of the fuel and the vehicles is like that of the food and the body. Any change in the constitution or performance of one must necessarily be accompanied by a re-evaluation of the other. We have accepted vehicles of higher compression ratio, we must therefore also upgrade the fuel. If we do not then we are the losers, just as a body loses when it is not given the required nourishment.

When love and skill work together expect a masterpiece.

— Ruskin

Gita Pratap

BLESSED ARE THE YOUTHFUL

THE key to everlasting youth lies in the mental makeup of an individual and the traits he cultivates in himself as he flows through the river of life.

A bold head need not mean an old mind. You can be sure of having been attacked by old age, the day you lose your spirit of youth. Youthfulness is a secret not difficult to unfold. The body may start to show signs of ageing, but the mind can still remain as fresh and young as a child's.

Do not ponder too much about the past, but think about the new days coming. If one starts re-living the past, rest be assured that you may very soon be a victim of the dreaded disease — old age. As one goes on in life, one should learn to discard old ideas, and blend with the present times, leaving little time in criticising the up and coming youngsters. Do not use your experience to do down their new ideas.

To keep the fires of youth burning, you should develop a love for learning. Learn till the day you die. Keep the mind active and feed it ever with fresh knowledge; otherwise it will become stagnant. 'It is the man who stops learning, whether he is twenty or eighty, who is really old'. But, along with learning, we should also learn to discard knowledge which is out of date.

Be sure of your company. Try and stay away from the folks who are always grumbling and looking at the negative side of life. Stay in constant touch with children and the youthful. Nothing else can lighten the burden of your heart more than the innocent spontaneous laughter of a child. 'The man who looks with dead eyes at the play of happy children has died on his feet'.

Games in the open and fresh air are pleasurable and exhilarating at any age. I know of an old man of eighty-four, who still takes the utmost delight in picking up a bat and joining his grand children in an

enjoyable game of cricket. He may be stiff in the knees, but he is certainly not stiff in the mind.

Adaptability is a part of youthful personality. If things go wrong do not worry or fear, as this attacks youthfulness with greater power than any known disease. Relax and remember — 'Every dark cloud has a silver lining'.

Travel often and meet people from different walks of life. In most cases when folks reach the age of forty of fifty, they feel that they have reached the 'Prime of life'. They start feeling superior and prepare for themselves a cage known as 'false dignity'. In this cage the hearts of people cannot reach them, but old age can and believe me faster than anything else. Very soon they wither and die as miserable *'Old People'*. If you want to enjoy life and derive the utmost from it remember — never let that 'cage' form round you.

Everyone knows the inflection of a smiling face. Smile your years away and have fun. Even the most experienced doctor will tell you that 'Laughter is the best medicine'. If you consist of everything good minus a sense of humour, you can consider yourself in the category of 'living corpses'. Besides, a sense of humour, has known to have got people out of even real tight spots — apart from retaining their youthfulness.

Blessed is the man 'who has learned much and done much without losing his spirit of youth'.

If you know unworthy of a friend, forget it; if you know any thing pleasant about the person tell it.

— Swami Ram Teerath

Miss International

Miss Kum Kum Varma

I had some exciting news to deliver and I meant to convey it effectively like a bomb-shell, out of the blue, so that there would be a moment of pin-drop silence and afterwards I would take that opportunity, I promised, for elaborating my dire dilemma.

Alas ! for all hopes, by the time I reached home, the news was already being avidly discussed by my family members, it had travelled faster than fire or me. (This being the modern age of rockets and satellites).

Any way I was welcomed with open arms, as I had come straight from the horse's mouth as it were. I was eagerly bombarded with a spate of questions and I could well anticipate the others sprouting you 'How had it gone off ?' 'Who all had attended it ?' 'What was their criterion for choosing the candidates ? In fact was it true that I was soon going to become a V.I.P ? I wish I had gargantuan tongue for then I would have answered all the questions in one go. I assured them that unfortunately the duckling of the family had won the International Bathing Beauty Dramatics Competition and it required only a final effort on my behalf (along with the full cooperation of my family of course) to be envied, one and only Miss International—the cynosure of all eyes.

Everyone waited with a bated breath, this was indeed a shock, for according to the news they had

received, I had already been chosen as the victim, sorry I mean the victor and had received my prizes galore—including luxury trip round the world. Well this had been wildly exaggerated as rumours generally are, and my castles had been built in the air for me without any help from me.

I explained to my anxious family that I was only one of the many selected by the sub-selection committee and had yet a long way to go to reach the top - to enter the final round I had to submit an article giving the reason for my entering this competition. As usual the family came to the rescue with their brilliant ideas. My kid brother suggested that it was I who could travel round the world in a satellite, or go to the moon on the rocket. That I had entered the competition (he's crazy about science anyway—so I told him to mind his own business and not to poke his nose in mine). Then my twin sister ventured to give me some 'good advice' for my own sake as she said. Being bitten by the green eyed monster, jealousy, she said that had she been chosen, she undoubtedly would say, that she had entered the competition. She was positive, she would win (being such a beauty as of to the ugly duckling of the house). In walked big brother, who thought, it was all nonsense and nothing but a publicity stunt (being in the advertisement agency) he felt he knew all about such matters. Mum and dad insisted that I should write the true reason for entering the competition. Dad said that it was for the glamour of it and mum said it was for ducats and the dollars. The fire works really set off when Dopey (fiancee) said that it was merely to impress him that I had entered the competition. Everyone started shouting at their voices, each one sticking to his or her point of view. They created a regular bedlam. I was afraid any moment, one of our neighbours would walk in wondering whether they should summon the flying squad, the ambulance or the firemen.

No one of course heeded the fact that poor little me was also trying to say something—it was just for the heck of it that I had entered any way, I closed my eyes and could imagine the adulation of admiring crowd cheering me and calling for me again and again 'Nadina, Nadina, Nadina, Nadina; But wait; what was this'? The voice was getting louder and louder, and now someone was rudely shaking me by the shoulders and saying 'Nadina, Nadina, get up ducky, you are getting late for your college'.

ADMINISTRATION — ITS EVOLUTION AND IMPORTANCE

Lt Col H K Hooda

Introduction

FROM the dawn of history until the soldier first adopted the steam engine, he had relied on nature's gifts —his strength of muscles or that of domesticated animal. His pace had been nature's pace and his speed governed by the adaptability she gave him and the limitations she imposed. An army was then virtually limited in size to what could be fed in the country in which it operated. As a result, only small armies were the rule. These triumphed and marched into new areas where food was available, or retired. They could not stand still likes warms of locusts. They quickly devoured everything and then starved. It will be obvious that in this form of warfare administration was merely a matter for the commander to keep his armies moving so as not to exhaust local supplies. Maintenance, as we know it today, consisted only of the army carrying with it echelon of ammunition or the implements to wage war.

By the invention of steam engine in 1769 and the by-products like motor transport, steamship and aircraft a little later, warfare was revolutionised. Movement of troops, equipment and supplies became quicker. Large armies could be conveyed and made to fight anywhere. Industrialisation produced improved weapons, consuming far greater quantities of ammunition.

Employment of large number of troops over great distances and variety of stores in enormous quantities led to great changes in administrative activities. These factors gave rise to specialisation and the need for the creation of various services to organise production and keep the required material flowing to the combat forces.

Evolution of Administration

Alexander's Campaign—320 BC

History records that Alexander the Great was able to move a large army some 20,000 miles and maintain it. His system of administration, there-

fore, must have been highly organised. Like most commanders of his time Alexander followed the policy of living on the country in which his army operated. He, therefore, always aimed at the capture of towns with their large treasures intact. Following his army was a baggage train manned by camp followers. The baggage train contained the soldiers' needs which were mostly captured from the towns over-run by his army. There is evidence to show that Alexander had a system of organising bases where he collected huge stocks of grain so that he could draw from them when required. Babylon and Susa were two of such bases organised by him. Alexander also paid considerable attention to the problem of crossing rivers. Initially his armies used to cross rivers by wrapping up straw in tanned skins but later he built folding boats which could be carried in the baggage train. Welfare of soldiers also received attention during his time. He paid liberal compensation to his wounded and invalid soldiers and provided them with land and slaves in the cities captured by him so that they could settle there.

The Roman Period

The Romans were probably the greatest road builders the world has ever known. Their roads facilitated supply from the rear. Their strategical movement however rested primarily in a system embodying the principle of self - containment and local replenishment only as an auxiliary supply. Each man carried a pack which contained as many as 17 days rations while another 30 days were relegated to the transport accompanying the force.

'The war must support' was a maxim of Roman State craft; and a General from the time he first sets his feet on the enemy soil was expected to supply his troops from local resources. On his ability in doing so and stripping it of some wealth, would lie in some measure his reputation. It was this principle which enabled Julius Caesar to enter Gaul and far from his home base strike till he had made it a Roman conquest. The Romans also valued very highly the qualities of hardness and frugality in a soldier and the laws of the Legion strictly forbade all but the necessities authorised in war.

In the year 1066 William's Army landed in England. It comprised of 60,000 troops. William carried the requirements of his troops in ships and on landing, further seized all the clothing and supplies his army could find in the country side, lest those brought in the ships should fail him. The wounded were terribly neglected unless they happened to be men of importance whose followers carried them from the battle field. Privates were left where they fell. During the

period no dressing stations or hospitals existed. The 'First Keeper of the King's wardrobe' that is incharge of the armoury accompanied William the Conquerer. Salvaging appeared to be a practice with the Normans as after the battle of Hastings the Normans stripped the killed of everything.

Mongols : 1206—1241

During this period it was amply proved that the strength of the teeth lay in the tail. Administration was given its due respect and attention. Because of the importance of administration realised by Chengiz Khan the Mongols paid considerable attention to administrative intelligence. They used to send spies in advance along the route to be followed by the army. Their job was to collect information on the location, presence and size of grazing land.

The Mongols relied primarily on the system of self-containment and secondarily on local replenishment. Each man carried with him—two horses and two mares for transport, source of milk and reserve rations; a bag of salt and barley each, for both himself and his horses; clothing to ensure protection against rain and cold; personal armament.

To ensure supplies, before the commencement of a campaign, cattle herds used to be assembled and driven to pastures to be fattened. During the actual march the cattle pulled the carts carrying fodder for the horses and equipment for war. When the horde started crossing the snow bound vast precipitous and desolate mountain ranges of Central Asia, the fodder was eaten and carts left behind. The cattle started dying and were eaten. Surplus meat was smoke cured and issued as emergency ration. Whenever possible supplies were supplemented by the hunters killing any available game. As soon as a country was occupied horses and cattle herds were rounded up, population ravaged, ransacked and looted but peasants were not slaughtered until the crop and the hay for the season had been cut.

The Mongols were the first to organise a communication zone. Forage was stored at regular intervals. Good grass lands along the routes were marked off and kept for grazing for the 'Timan' or division when they should arrive. Granaries were built along the courier routes.

Hospitals were still non existent, but Chinese physicians and Mongol Shamans used to accompany armies to attend to the sick and wounded. The Ordance aspect was given due weight. By this time gun powder had been invented and so sacks of salt peter and sulphur were carried with the Master of Artillery. '*Yurts*' (tents) for shelter were carried in the regimental wagon trains. Strict

orders for the preservation of stores and warlike equipment existed. Welfare was given due importance and commanders looked after their men well. Even entertainment parties visited the troops occasionally. Although the present conception of postal service did not exist, Chengiz Khan developed the old caravan routes into a well knit system of roads. Along these routes, at convenient intervals, were organised '*Yam*' stations. At these camps were posted a few warriors for protection against thieves and a string of horses. Up and down these roads went the couriers. They halted at the '*Yam*' stations where they were given a fresh horse. In this way a message could be carried 150 miles a day.

Spanish Armada—1588

The Spaniards paid great attention to details of administration. A glimpse of their administrative planning can be seen from the following :

(a) They printed and published the description of the Navy to sail against England wherein was set down the numbers, names, burdens of shifts, the number of marines and soldiers, supplies, ammunition and naval furniture.

(b) They were provided with all instruments necessary on land to transport their furniture from place to place.

(c) They carried mules, horses and other requisites for the land army.

(d) They were well stocked for supplies sufficient for six months expedition.

(e) They also carried with them huge quantities of gun ammunition and all other provisions necessary for war.

The Spanish Armada was perfect example of a self contained force. The whole force was coiled like a snake with the teeth and the tail — the tail strong enough to support a fleet at sea or an army on land.

15th, 16th and 17th Centuries

In general during the 15th and 16th Centuries armies received no rations. They continued the policy of living on the land by purchasing, requisitioning and foraging for supplies. During the 17th Century things were better organised. In Swedish, Dutch and British armies there was a table of rations for all ranks and also a wagon master who saw that the outside food contractor did not cheat the soldiers. During this period King Gustavus Adolphus of Sweden restored mobility by systematising administration.

Mariborough's Campaigns

The essence of his system was a huge contract with Sir Solomon

Medina to provide his armies with bread and bread wagons. The Commissary provided his armies with bread, fuel and forage only. Apart from bread, the soldier depended for his subsistence upon sutlers. A part of the soldier's wages were stopped to pay for his bread, and the reminder were expended in supplementing his diet at the sutler's canteens. The bread contractors' wagons and teams formed the only public transport for the army as a whole. These were also used as ambulances and for other purposes. Baggage was a regimental matter but on the line of march all vehicles and baggage animals were subjected to the Wagon Master.

Wellington's Campaigns

He organised the supply and transport service into shape. In India he organised travelling bazars which accompanied the armies. In the Peninsula, he organised temporary depots and agile mule transport to supply his army. He altered the whole system of hospitals with improvement in health and discipline of the men. The Royal Wagon Train though intended for general transport was used exclusively for sick and wounded men. Military hygiene sprang up into life during Wellington's time.

Wellington also initiated a Corps of Military Police to improve the discipline of the army.

Napoleon's Period

Unlike Wellington, Napoleon followed a policy of living on the land. French armies marched light and lived on the country by requisition. He thus obviated the necessity of lengthy supply trains or of magazines. Each man carried three to four day's supplies. The regimental transport carried double this amount. A few wagons followed with ammunition, medical supplies and biscuits. For the rest, troops lived on the land.

Outbreak of World War I

The functions of supply and transport remained separate till 1868 when the two were united under one head in the British Army under the title 'The Army Service Corps'. There were no adequate medical services until the outbreak of the Crimean War when Florence Nightingale began those reorganisations which changed the set up in the army. In 1854 the Hospital Conveyance Corps was started. They performed the duties of stretcher bearers. By 1873 Central hospitals were estalished in place of regimental hospitals. The Army Medical Staff was formed in 1873 and in 1908 the Army Medical Corps came into existence.

The Ordnance is probably the oldest service and has been responsible for the supply of all types of war

material. In 1834 Ordnance took over the responsibility of feeding and equipping the army. In the Crimean War, however, the whole organisation of supply, transport and equipment broke down and Ordnance Service was evolved. In 1855 Ordnance became responsible for providing all kinds of stores to the army.

World War II Period

In World War II the introduction of tank, heavy artillery, motorised infantry and the war of movement and manoeuvre caused the tail to grow enormously and great developments took place in the field of administration.

During World War II, the need to hold certain reserves well forward was also felt. For this reason and in order to allow for greater flexibility the system of maintenance areas was introduced and the World War I system of daily pack trains was abolished. Thus under the new system a chain of maintenance areas came into existence.

The exact system of maintenance varied in detail according to the situation but was generally based on holding of a general reserve in the Corps Area and a small one in the Divisional Area; the employment of a pool of second line transport to collect stores from the Corps Maintenance Area; the transfer of stores from second line transport to units at commodity points or delivery points.

Experience in amphibious warfare showed that there was the necessity to maintain the forces from open beaches till such time as ports could be captured and base or advance base depots established. In order to maintain the forces for this intervening period, Beach Maintenance Organisation was developed.

Administrative staff at all levels grew in size and special establishments like Field Maintenance Centres (now know as Corps Maintenance Areas) to support each Corps came into existence. In these were representatives of the Services as well as staff officers who could issue executive orders on the spot. This helped to reduce the time lag between demand and supply. Also in North Africa Administrative Assault Sections were raised to open up captured ports and make them capable of functioning within a short period.

Special ships had to be designed to fulfil requirements of special stores like tanks and heavy equipment. A variety of special landing craft had to be produced for amphibious operations.

Mechanical transport grew in size and variety to carry troops, water, petrol, bridging equipment and tanks. Railways were developed or constructed where non-existent, for speedy

transportation of stores in rear areas. The development of Assam Railway where the traffic rose from 81,000 tons per month to 2,000,00 tons per month is a fine example.

Air supply assumed greater importance not only as the sole means of maintenance where ground communications did not exist, but also as a supplementary system to the normal method of supply. New organisations for air supply like Army Air Transport Organisation, Rear Air Maintenance Organisation (now redesignated as Rear Airfield Supply Organisation), Forward Air Maintenance Organisation (now redesignated as Forward Airfield Supply Organisation) came into being.

Apart from conventional supply system by ship, rail and road, pipe lines were laid wherever possible to reduce the strain on transport.

For Normandy landings prefabricated break waters were towed across the English channel and artificial harbours were created.

Conclusion

By the end of World War II the administrative organisation had grown to such heights that in the British Army it took seven men on the lines of supply and communication to keep one man fighting in the front line. In the American Army the ratio was as high as nine to one. In the year 1945, administration came to be recognised as a principle of war. The system of administration as existed in World War II still continues with minor modifications.

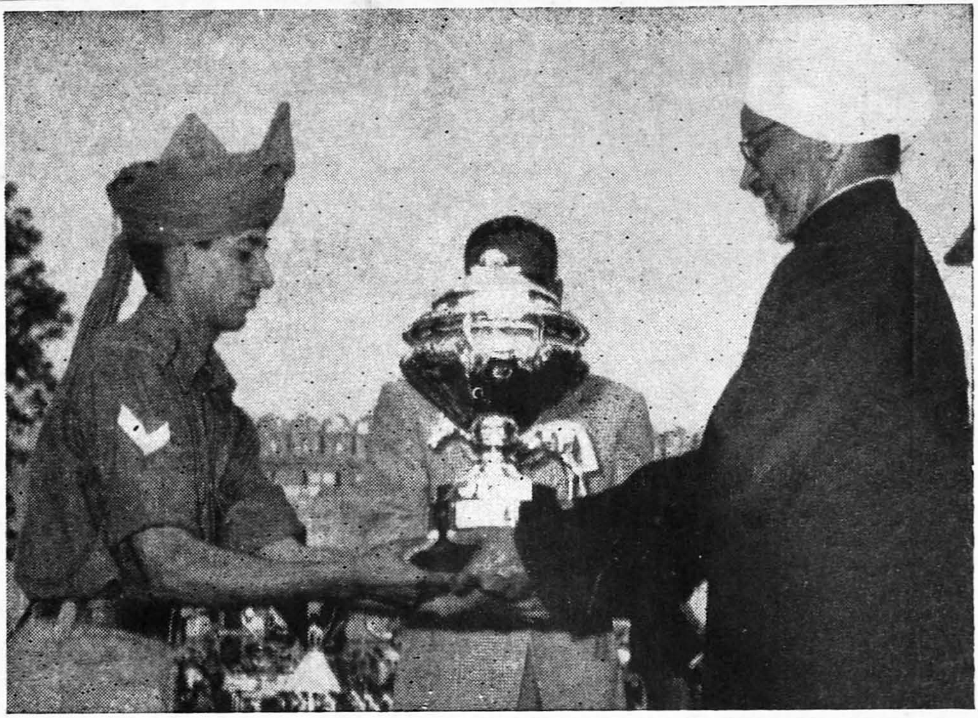
(To be Concluded)

All work done for the Divine, from poetry and art and music to carpentry or baking or sweeping a room, should be made perfect even in its smallest external detail as well as in the spirit in which it is done; for only then it is altogether fit offering.

MY DEITY

Miss Kamini Jolly

Thou art a damsel clad in green,
A Lady that enchants in dreams.
Left art thou the only real beauty,
As inhuman dearth hath not touched thy purity.
When the hot dull summer passeth away
And the burning Sun doth slacken it's ray;
When the sky doth painfully weep,
Thou wakest from thy dreary sleep.
Cladding thyself in thy emerald dress,
Creating the world around thee afresh,
But, no sooner had thou gained this loveliness,
When sickness washes away thy temporary happiness;
Pestilence casts on thee it's fatal despair,
Scattering those emerald leaves everywhere.
To death and decay doth they sink,
As if with greenery they had no link.
To everyone Autumn is bright and gay,
Ah ! to thee it merely comes to stay.
The winter seeing thee so bare,
Of thy bloody massacre is aware,
Showers on thee some of its cold pity,
Sending the winds singing a mournful ditty;
Covering thee with its snow white sheet.
Till spring comes, and the sun gains its heat.
Slowly doth thou thy wintery mantle lift,
enlightening the world with a new spring's gift.
Decorating thyself with flowery ornaments,
Delicately woven, lingering with scents.
Ah ! but the Sun doth warmeth too soon,
And thy beauty walks towards doom.
Thy flowery ornaments wither one by one,
As if they were too shy of the Sun.
But, no earthly power can destroy thee.
Like a thousand storms changeth not the sea.
Oh ! Nature thou art the Goddess I worship,
May always thy name, remain on my lips.



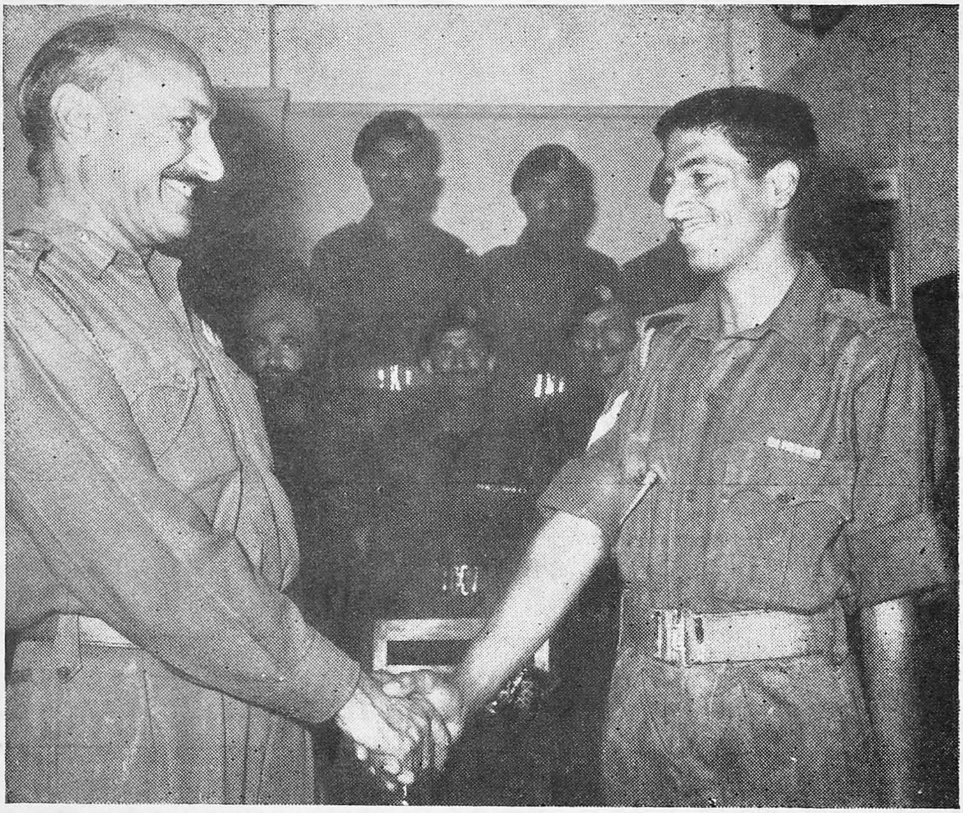
YET ANOTHER LANDMARK FOR ARMY SERVICE CORPS—

Col D K N Soni ◆ ◆ ◆ ◆ ◆ **DELHI HORSE SHOW 1968**

THE 1968 Delhi Horse Show was held as usual in a magnificent style in the legendary premises of Red Fort; a Fort whose name is synonymous with acts of outstanding heroism and valour. The presence of riders and colourful costumes against the background of red walls of the Red Fort with a clear blue sky overhead and refreshing green lawn underneath presented an absolutely fascinating spectacle. The selection of such an appropriate venue for such a grand show, no doubt, accords wonderfully well with the stirring and thrilling events, Delhi Horse Show so elegantly presents every year. The whole setting casts a spell over the onlookers—the spell of its valorous and glorious past. While witnessing the stirring Horse Show one has the feeling of stepping back in time—into an era of chivalry.

The Director of Supplies and Transport Lieutenant General Ajit Singh has been seen in many a happy mood and moments of pride, but never so gay as on the evening of Sunday 25 February 1968. It was on this historic ground of Red Fort

The Corps is proud of you Mast Ram !



Special Momento from the COAS

where he was a witness to the Corps ascending to the glorious heights of National Championship. Congratulations poured in from all quarters in the grand stand soon after the announcement was made about Naik Mast Ram having won the National Show Jumping Championship astride *Cottage*. Announcement echoed against the massive Red Fort and on to the monumental dome of famous *Jama Masjid*. Soon after the news was on the All India Radio Delhi and so the fame spread far and wide. It was an event of international standing. No wonder every one present felt enthrilled, those who heard were delighted and very rightly every member of the Corps felt very proud not only for this event but also on the performance in general of the Army Service Corps.

Preceding National Show Jumping event was National Tent Pegging. It was truly National for no less than 204 competitors from all corners of India and different services strived for the championship. Finally last ten were left in the field. To the amusement of jam-packed grand stand and thousands of spectators, the thrill and excitement of speed combined with undivided attention and skill of riders in aiming at half an inch peg accounted for quite a few moments of suspense. Some call it a spate of misfortune, others say a narrow miss, but I would still say happily our Dafadar Mala Ram was rated second in the order of merit. We are glad that first place went to a well deserved youngster Yaswant Kumar Singh, a boy who has done very well indeed.

Emphasis during the four day Horse Show was on jumping events; that explains our aspirations for participation in jumping in the World Olympics which is our ultimate objective. In pursuance of this, a number of jumping events were introduced in the Delhi Horse Show. It is more than creditable that ASC should have won Jumping grade III with Dafadar Mala Ram declared first. Again in Jumping grade I Puissance and Jumping grade I and II our Naik Mast Ram and Naib Risaldar Hari Ram secured second places respectively.

We were not to be surpassed in turnout or Dressage competition either. Our Red Victoria with *Pawan*, *Gagan* in harness were declared first. Major BS Sohag astride *Rukmini* came second in Dressage test, a real tough competition against Cavaliers and the riders of outstanding ability.

We were not to lag behind in stamina, obedience in grace and steady pace. Our newly acquired four-in-hand Polish chestnut team comprising of *Surya*, *Chandra*, *Pawan* and *Gagan* personifying powers that enable universe to exist pulled four wheeler over a route of 8½ miles through

Delhi's heavy traffic, passing through Connaught Place, came third; entitling itself to a prize and a pat from the Defence Minister for its maiden voyage.

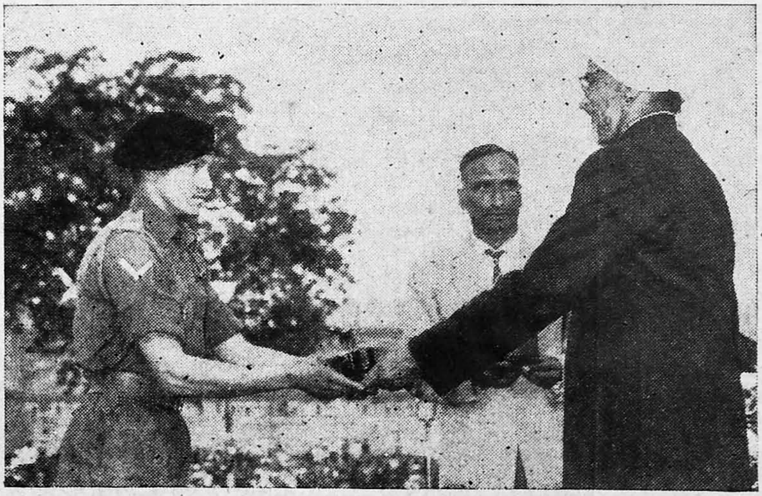
Contribution by Farriers of Remount and Veterinary Corps borne on the strength of our Corps was significantly substantial in the joint venture. Their commendable performance not only proved their creditworthiness to our Corps but raised the image of their Corps as well. In shoeing competition grade I and II; RDM Amar Singh and Dafadar Mewa Singh were placed first respectively and Lance Dafadar Behari Lal came second in grade II competition.

The contribution of our ladies and children in upholding the good name of Corps has not been of a mean consequence either. Ladies driving competition is an event which has been attracting increased entries every year from all arms and services. It is commendable that Miss Usha Sirohi still managed to secure the third place. Master Kuldeep Singh though a teen-ager lost only in the finals to seasoned riders and Cavalry officers in the hunter class and that only after displaying grace in riding. This earned him besides the commendation, a silver medal. There was another baby rider just 4½ years old—nicknamed Anju. She was the youngest rider of the show. Delicately modelled, with rosy cheeks and pony tail she threw stealing smiles all round and attracted the applause of the onlookers for her charmingly innocent performance and seemingly bold participation in the show. Judges had no option but be partisan and award this frail doll a consolation prize. The Defence Minister while giving away the prizes was literally charmed with her performance.

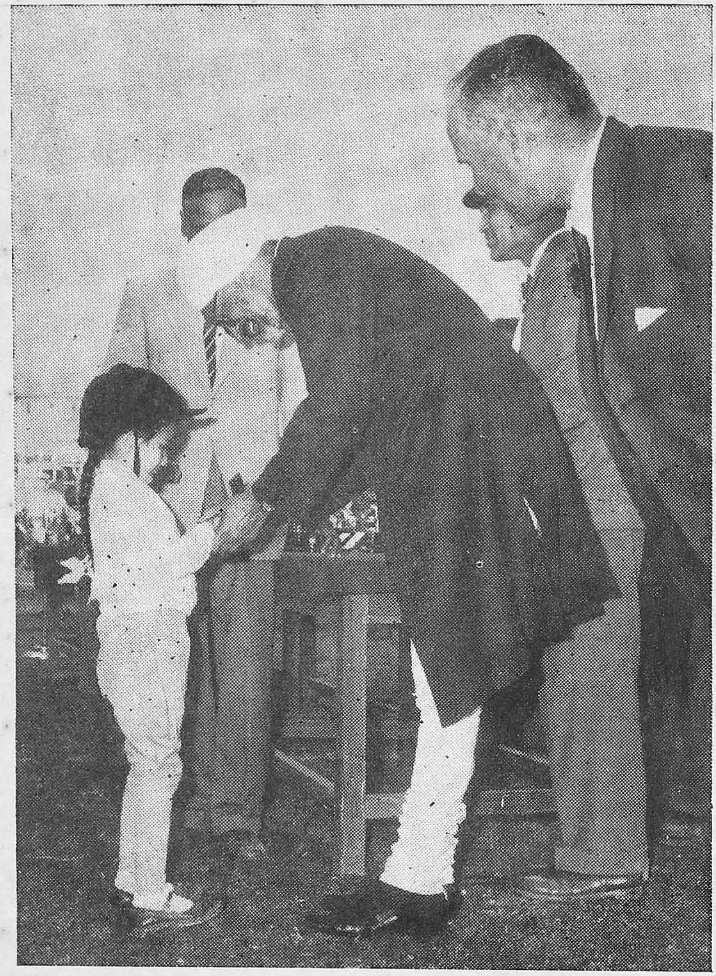
What has led ASC to distinguish itself in this field so remarkably? The meticulous planning and personal interest taken by our DST, himself an outstanding horseman, has been a source of inspiration which has infused indomitable spirit in one and all irrespective of their place of origin. If today the Corps has been able to beat back the traditional Rajasthani riders and Cavaliers then the story is not much different from what Humphrey Evans describes in his book 'Thimayya of India' with reference to little Kumaonis who having once lost to Sikhs in a game of hockey, under the inspired leadership of General Thimayya and determination to live honourably surprised the hockey wizards and traditionally the sports-minded community by defeating them and redeeming their honour at Fort Sandeman. When enquired, Thimayya gave the simple reply, "I merely gave my men a few pointers". The same story was repeated in the case of our ASC boys at the last Horse Show under the inspired leadership of our Director. * * *

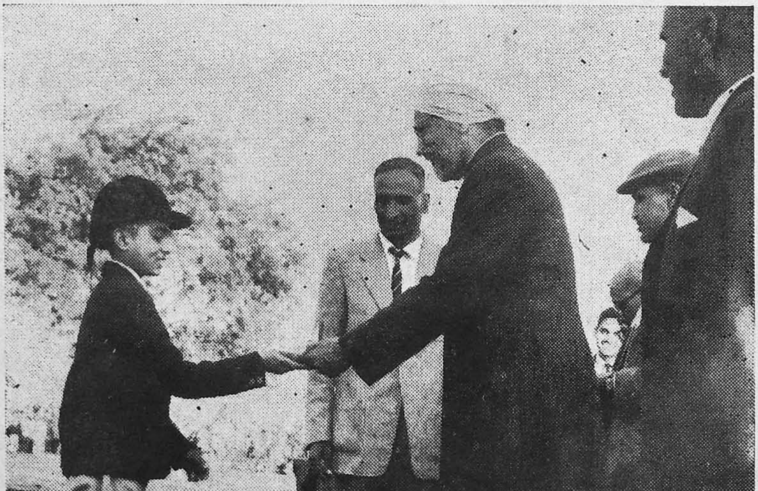
Major Girdhari Singh

L/Nk Mohan Singh

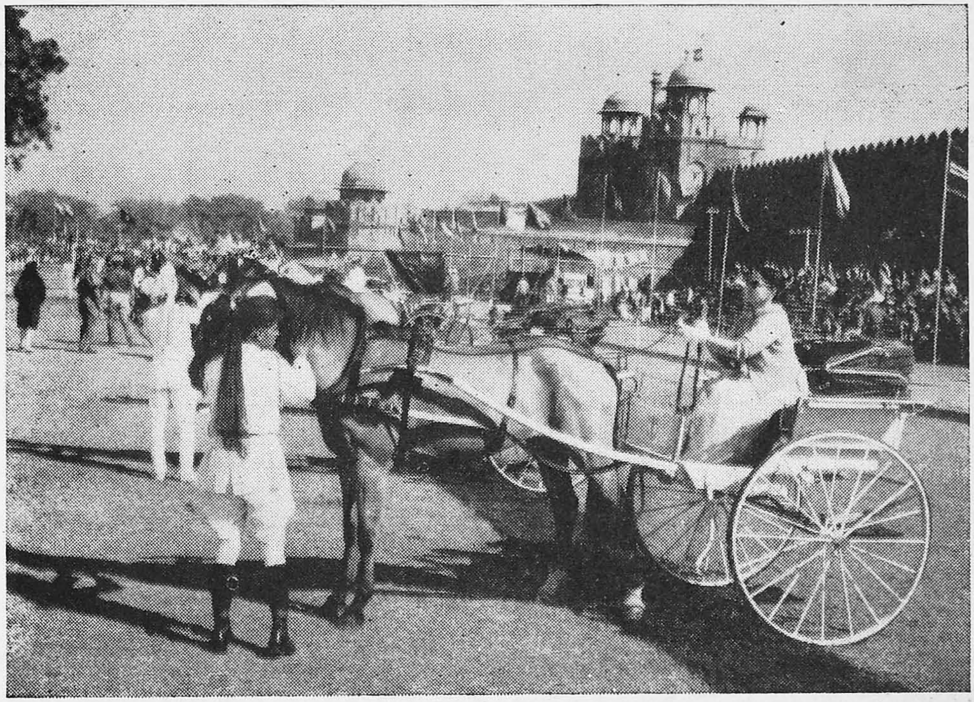


the frail doll !



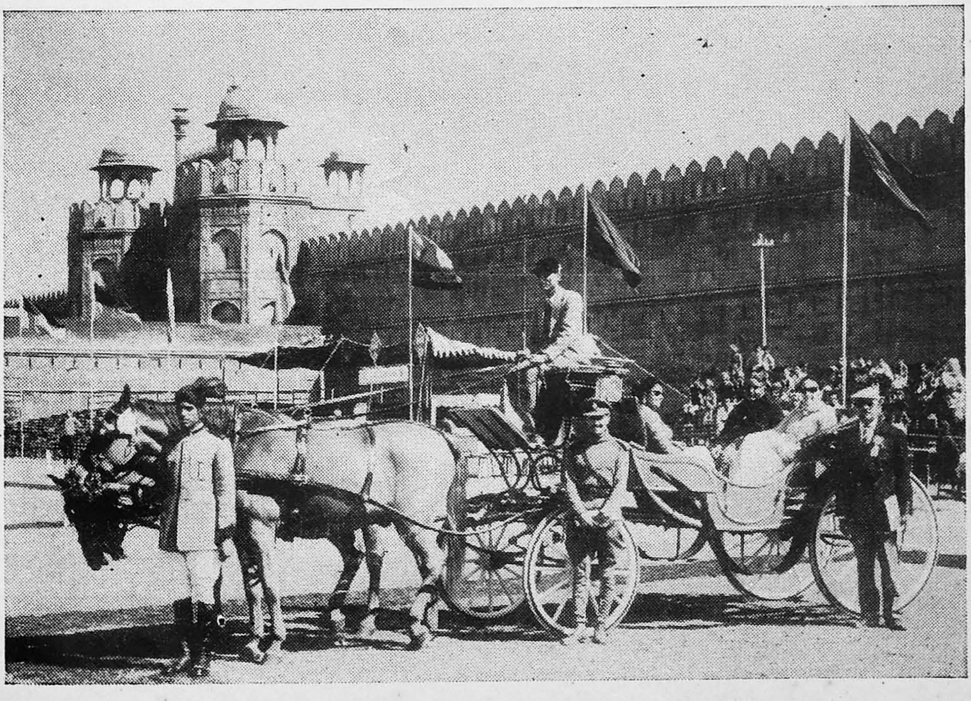


Master Kuldeep



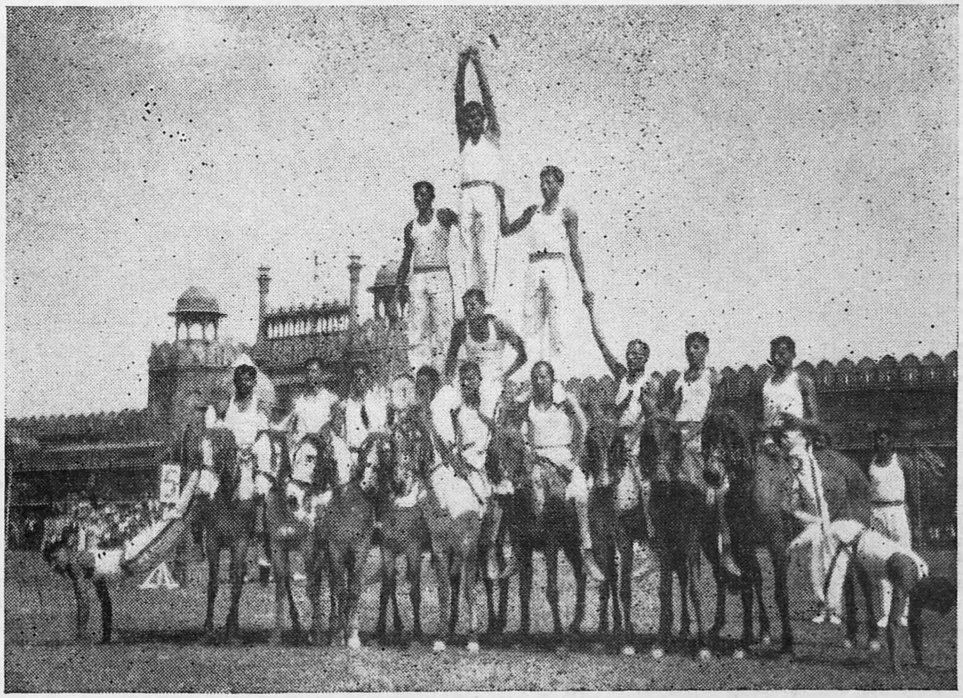
Mrs Soni on gig

Pawan and Gagan in harness



Inspector with participants

Well done A S C School



Mounted P T by 890 A T Battalion

DST WITH PRIZE WINNERS

LIST OF PRIZE WINNERS

DELHI HORSE SHOW — 1968

1	National Show Jumping	— Nk Mast Ram	...	First
2	National Tent Pegging	— Dfr Mala Ram	...	Second
3	Jumping Grade I	— Nk Mast Ram	...	Second
4	Jumping Grade I and II 'Have a Gamble'	— Nb Ris Hari Ram	...	Second
5	Jumping Grade III 'Have a Gamble'	— Dfr Mala Ram	...	First
6	Dressage	— Maj BS Suhag	...	Second
7	Turn Out Victoria	— Maj Girdhari Singh	...	First
8	Ladies Driving	— Miss Usha Sirohi	...	Third
9	Coaching Marathon	— Maj Girdhari Singh	...	Third
10	ASC Mules in pack	— Sep Dvr Bed Singh	...	First
11	ASC Mules in pack	— Sep Dvr Balwan Singh	...	Second
12	ASC Mules in pack	— Sep Dvr Hanumant Singh	...	Third
13	ASC Mules in draught	— Sep Dvr Rachpal Singh	...	First
14	ASC Mules in draught	— L Nk Mohan Singh	...	Second
15	ASC Mules in draught	— L Nk Mohan Lal	...	Third
16	Shoeing Competition Grade I	— R D M Amar Singh	...	First
17	Shoeing Competition Grade II	— Dfr Mewa Ram	...	First
18	Shoeing Competition Grade II	— L Dfr Behari Lal	...	Second
19	Children Hacks Junior	— Master Kuldeep Singh	...	Highly Commended
20	Children Hacks	— Miss Anju Soni	...	Consolation Prize

NEWS LETTERS

Corps News

Delhi Horse Show

In the Delhi Horse Show held during February 1968, the ASC has again faired extremely well. In spite of keen and determined competition from individuals and teams of all Arms and Services, President's Body Guard, Police, National Defence Academy and Indian Military Academy, the ASC teams were successful in securing as many as 18 prizes. This is mainly due to the hard training and keenness shown by the winning personnel themselves and their units who took pains to organise practices and achieve these high results.

We congratulate Nk (now Dfr) Mast Ram for bagging the National Championship. Rightly he has been adjudged the best ASC rider and awarded the DST's Cup. The Chief of Army Staff has been kind enough to present a special memento to the rider.

The grand finale of the Horse Show was a get-together at Army Headquarters, Supply and Transport Directorate, where the ASC prize winners were entertained and personally congratulated by the DST for their creditable performance.

Well done

Nk P D Singh of ASC Centre (SOUTH) representating Mysore State won the Welterweight Championship in the National Wrestling Championship held at Ajmer during February 1968, and bagged the Gold Medal and Certificate.

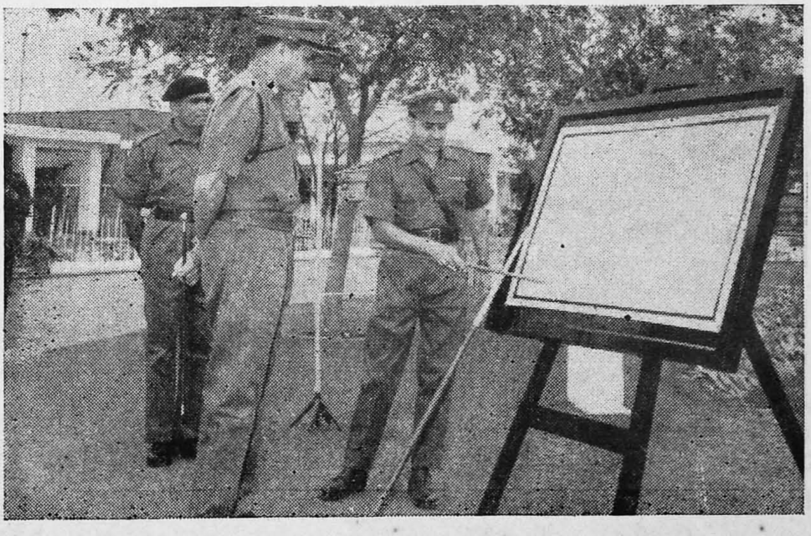
Corps Colours Album

An extract from the DO letter received by the DST from Maj Gen G S Gill, Military Secretary to the President and Colonel Commandant Army Service

D S T inagurates automatic telephone exchange

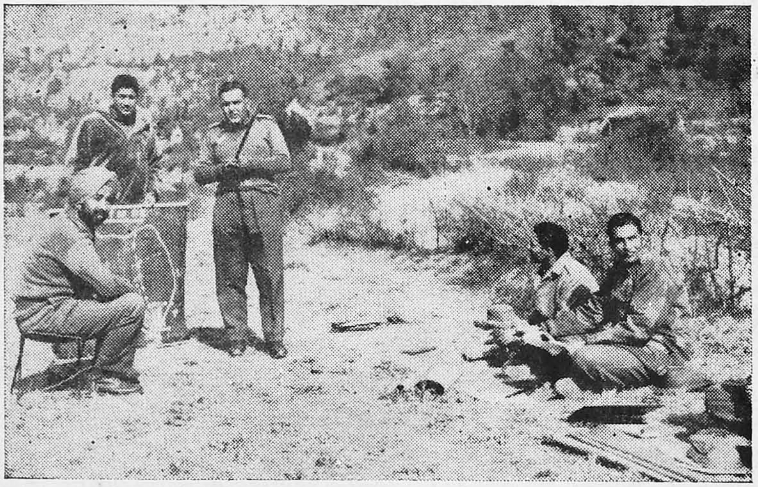
FAR AND NEAR

G O C on a visit



SCHOOL

TRAINING IN CAMP



Corps, is reproduced below :

> 'I am desired by the President to thank you for the presentation, and to say that this album is a most welcome addition to his mementos of such occasions, and will recall to his mind the splendid show that the ASC had put up on that day and also the very pleasant, interesting and enjoyable day which he had spent in their company at Bangalore'.

Retirement

We would like to convey our best wishes to Lt Cols A K Rao, FDW Fallon and Maj R P Khanna who have proceeded on retirement, for a very happy and retired peaceful life.

Born on 2 Sep 25 Lt Col FDW Fallon, was commissioned on 10 Jun 44. He served in J & K from Oct 47 to Feb 48 and again from Sep 48 to Oct 49. He was promoted as Lt Col on 20 May 67. He held various instructional, Command and Staff appointments. He also served on the Staff of UNRC Korea from Aug 53 to Sep 54. He was posted to 444 Coy ASC (Sup) on 20 May 67 from which post he retired on 15 Apr 68.

Obituary

With great sorrow we announce the death of Colonel WW Watts, Secretary RIASC Dinner Club, who died very suddenly in United Kingdom on 6 March 1968 May his soul rest in peace.

Promotions

We congratulate Brigadier V J Moharir and Colonels Inder Jag Mohan and Hardyal Singh on their promotions.

Army Headquarters

Upgradation of Appointments

The undermentioned appointments have been upgraded as indicated below with effect from 1 Mar 68 as a permanent measure :—

Director of Supplies and Transport — From Maj Gen to Lt Gen

Inspector ASC — From Brig to Maj Gen

Retirement

The following officers proceeded on retirement :—

Lt Col A K Rao

Maj R P Khanna

Arrival

Tne following officers arrived on posting to Army Headquarters :—

Col B M Chengapa

Lt Col R N Khandekar

Lt Col Kanwar Inder Parsad Singh

Major J R Savara

Major B S Malik

Shri Sampuran Singh Anand

Departure

The following officers left the Directorate on posting :—

Col D K N Soni

Lt Col Jaidev Shah Singh

Shri B I Rao

A tea party was held to bid farewell to the departing officers. Appropriate mementoes were presented by the DST to Lt Col A K Rao and Major R P Khanna, on the eve of their retirement.

A S C School

Visits

Maj Gen G S Gill, General Officer Commanding, UP Area visited the School Camp at Naini Tal on 27 Mar 1968.

The following visiting officers addressed the staff and student officers on various subjects :

Maj Gen M L Thapan

Brig A S Bhujwala

Brig M K Balachandran

Col D R Suri

Doctor JVSR Anjaneyulu

Training

During the period we had the Senior Officers' and Unit Commanders' courses. In addition officers' AT, Supply, Short POL, MT and other courses for JCOs and NCOs were also conducted. Officers' Long Petroleum course at our Bombay detachment commenced on 22 Apr 1968.

Well done

We congratulate Lt P P Sahni and 2/Lt K C Gupta of the last Junior Officers' course (terminated on 16 Mar 1968) for their achievements in bagging the Chimni Medal and DST's medal respectively.

Au Revoir

We wish Capt K S Ahlawat and his family the best of luck on his release from the Army.

Promotion

Our heartiest congratulations to Lt Col R N Khandekar on his promotion. It was long over-due and we wish him best of luck in his appointment.

Departures

Col H S Chopra, our Deputy Commandant and the Chief Instructor left us in January this year to attend the National Defence College course New Delhi. During his short stay in the School he leaves behind impact of his charming personality and varied experience. He and Mrs Chopra were given a moving and affectionate send off by all ranks and their families. We wish them all the success.

We bade farewell to the following officers and their families on their being posted out from the School and wish them the best of luck in their new stations :

Lt Col A P Haridas

Lt Col R N Khandekar

Maj B V Kakkar

Capt A R Agarwala EME

Lt I S Chauhan

Arrivals

Col D K N Soni, our Deputy Commandant and Chief Instructor arrived on 14 Jan 1968 from Army Headquarters His varied experience in the Corps and on the staff is going to be an asset to the School.

Since our last newsletter, following officers have joined the family. We welcome them and their families to the School.

Capt A K Diwan

Capt C L Malhotra

Maj P S Nayyar

Lt A K Diwan

Capt M S Chandhoke

Maj Gurnam Singh

Well done !

Our heartiest congratulation to the undermentioned for their brilliant performance in the Delhi Horse Show.

Major Girdhari Singh

L/Nk Mohan Singh

Master Kuldip Singh

Miss Anju Soni

Obituary

With great sorrow we announce the untimely death of Sub Maj (Hony Capt) Devi Dass (Retired) at his native village in District Muzzaffarnagar (UP) on 10 Apr 68. May his soul rest in peace.

Readers' Forum

Sir,

American Army has tried out an idea under which a Liaison Officer from the A & Q Services at the Divisional level is sent forward to the Brigade Groups. The Liaison Officer is given a jeep along with a wireless set netted to the Rear HQ.

The duties of this Liaison Officer are to go forward to the Brigade Maintenance Areas and provide necessary liaison between the Service units and the Rear HQ. Being on the spot, he can sort out a number of problems there. He does not interfere with the normal command and control responsibilities of the Support Unit Commanders, as well as the normal relations between the support and supported units. He ensures that flow of logistics is not interrupted.

The Liaison Officer being the eyes and ears of the Rear HQ keeps it informed of the operations which are likely to come up in future as well as a rough idea of additional demands that are likely to be placed. Thus future problems can be overcome before these become insurmountable.

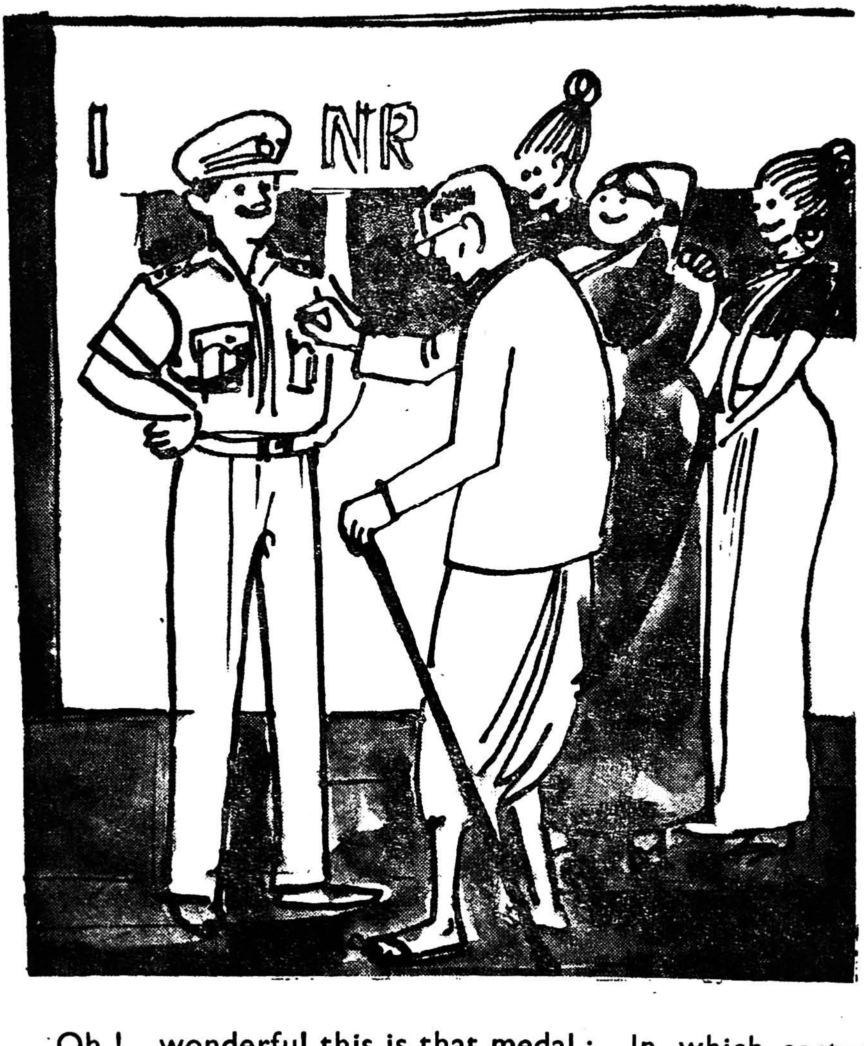
It is a common practice in our Army for the Operations Branch to send Liaison Officers to forward Brigades, whenever any major action is expected to take place. It is worth examining the advantages of having an A Q Liaison Officer with each forward brigade, as has been tried out successfully in the American Army.

Yours faithfully,
Sd/- Arvind Malhotra
Maj

New Delhi
5 Sep 1967

SCHOOLASTICS

By K K Menon

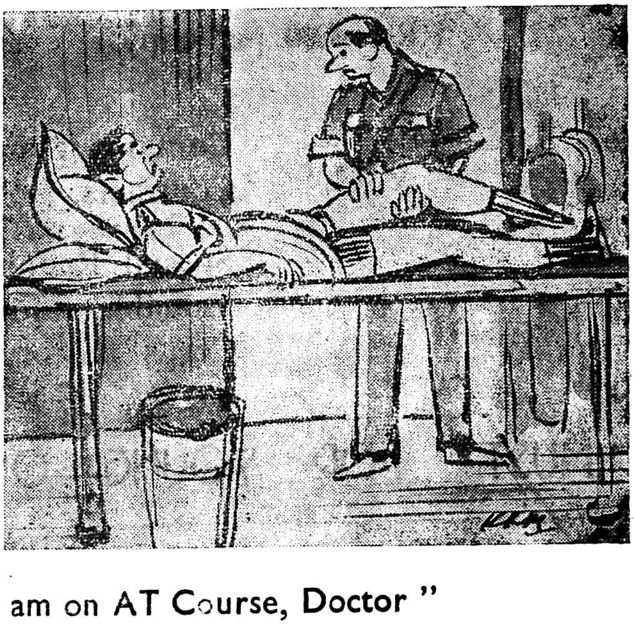


" ...... Oh ! wonderful this is that medal ; In which sector were you during the operations ".

" ...... I was on Catering course in ASC School "

" I could'nt get a thing of what the instructor said ; simply passed in by this ear and off by this. "

" It seems you have a clear cut passage ! "



" ... I am on AT Course, Doctor "

" I see, I am afraid you may have to change your course "

ATTENTION PLEASE

Corps History Volume II covering the Period 1858—1914 is being compiled at the ASC School Bareilly (UP) INDIA.

Any material, photographs, publications, articles, documents and so on covering the above period and available with readers/subscribers will be gratefully received and thankfully acknowledged.

— Editor

H U R R Y   U P !

Limited copies of following issues available

(Rs. **4.00** per copy)

SEP 67	—	Contains Symposium on Contracts.
JAN 68	—	Special Reunion Number Valuable information on Corps History.

A 'MUST' FOR YOUNG OFFICERS

हिन्दी खण्ड

विषय-सूची

फ़िरोज़ी आँचल — माला गुप्ता १

मरु बसन्त — प्रभूदयाल यादव ७

फ़िरोज़ी आँचल

— माला गुप्ता

फूलपुर के छोटे से स्टेशन पर जब गाड़ी रुकी तो धूप का रंग हल्का पीला पड़ चुका था। प्लेटफार्म पर कुछ देहाती सवारियाँ अपनी गठरी पोटरी लिये उतरीं और गिनती के पाँच-छः लोग आगे जाने को सवार हुये। श्रीधर भी अपना हल्का सामान लिये गाड़ी से उतरा और बाहर की ओर चल दिया। बाहर कुछ इक्के सवारियाँ ले जाने के लिये तैयार खड़े थे। श्रीधर ने एक इक्के वाले से भाड़ा तय कर सामान रक्खा और इक्के वाले ने श्रीधर के बैठते ही एड़ लगा दी।

गोपालपुर गाँव फूलपुर स्टेशन से डेढ़ कोस की दूरी पर था। इक्का अपनी रफ़्तार से कच्ची पक्की सड़क पर दौड़ने लगा। इक्के वाले से दो चार इधर उधर की, गाँव की और मौसम की बातें हुईं फिर श्रीधर चुप चाप सड़क के दोनों ओर लहलहाते धान के खेतों की रुपहली सुन्दरता में खो गया। उसे खेतों के लहलहाने में अपनी गौरी का फिरोज़ी आँचल याद आने लगा जिसके साये में वह पूरे आठ महीने की अपनी थकावट मिटाने जल्द ही अपने घर पहुँचने वाला था। हाँ! वह आठ महीने बाद छुट्टी पाकर घर आ रहा था और यह आठ महीने उसने गौरी से दूर कैसे बिताये थे यह वही जानता था या उसकी गौरी। वह पिछली बार गौरी को अकेली ही अपनी माँ के पास गाँव छोड़कर गया था और अब तो गौरी के साथ-साथ अपने चार महीने के मुन्ना को भी देखने की इच्छा पल-प्रतिपल तीव्र होती जा रही थी। हाँ पत्रों में उन्होंने अपने बेटे को मुन्ना ही नाम दिया था—पुकार का नाम। उसकी छुट्टी की प्रतीक्षा में मुन्ने का नामकरण संस्कार भी हर बार स्थगित होता गया था।

इक्का अपनी टप्-टप् की तालमय गति से भागा चला जा रहा था और बाँई ओर सड़क पर पहिये के घूमते चक्र की परछाई में श्रीधर को कालचक्र दिखाई दिया जिसमें बँधकर वह और गौरी आज पति-पत्नी थे। संसार के सुखी लोगों में होने का दावा करने वाले और अब एक नन्हीं-सी जान के माता-पिता। पहिये की धुरी के इर्द गिर्द घूमती चक्र की लकीरें एक एक करके श्रीधर को पिछले जीवन की यादें दिलाने लगीं।

............आज से दो वर्ष पूर्व ऐसे ही वह कमीशन मिलने के एक वर्ष बाद पहले पहल गाँव अपनी माँ के पास छुट्टी बिताने आ रहा था। तब भी गाड़ी यही थी किन्तु दो घन्टे देर से आई थी तो धूप पूरी पीली पड़ चुकी थी। सूर्य ढलकर छुपने की तय्यारी में था। साँझ की हल्की ठंडी बयार वातावरण को और भी सुन्दर बना रही थी। वह अपना सामान कुली से उठवाकर स्टेशन से बाहर आया और इक्के के लिये इधर उधर देखने लगा। एक इक्का वहाँ पहले से लगा था जिसपर कुली सामान रख रहे थे। एक हृष्ट-पुष्ट युवक कालेज के विद्यार्थी जैसा, सामान रखवाने में व्यस्त था तथा पास ही हल्की फिरोज़ी रंग की साड़ी में लिपटी सुन्दर किन्तु बीमार सी लगती एक लड़की खड़ी थी। सामान लद जाने पर उस युवक ने कुली को पैसे दिये और इक्का चल पड़ा। श्रीधर खड़ा देखता रह गया। उसे अपने घर जाने की चिन्ता थी और कहीं कोई सवारी नहीं थी। करीब पन्द्रह मिनट की प्रतीक्षा के बाद एक और इक्का आया। श्रीधर ने इक्के वाले को मुँह माँगा भाडा देकर अपना सामान रख दिया।

वातावरण में हल्की ठंडक आ चुकी थी। अंधेरा तो नहीं हुआ था पर कहीं कहीं एकाध तारे आकाश में टिमटिमाने लगे थे। दूज का चाँद भी एक सफ़ेद टूटी चूड़ी के समान आसमान के एक कोने में चिपका खड़ा था। श्रीधर को अपनी माँ की याद आने लगी जिसे उसने बचपन से अकेली ही देखा था। उसके पिता कब उनको अकेला छोड़ गये यह उसे याद नहीं था पर माँ ने किस परिश्रम से उसे पाल कर बड़ा किया था यह उसे भली भाँति याद था। उसकी माँ ने बताया था कि उसके पिता भी सेना में ही हवलदार थे

लेकिन तब फ़ौज के आदमी भारतीय होकर भी अपने देश के प्रति, देशवासियों के प्रति न्याय नहीं कर पाते थे क्योंकि राज्य दूसरे का था और वह एक मात्र सेवक थे। यह बात सदा उनके मन में कचोट भरती रहती। उन्हें अपने मन से एक ही बार अपने देश के लिये अपने तरीके से लड़ने का सौभाग्य प्राप्त हुआ जब भारत के विभाजन के समय जम्मू व काश्मीर में कबायलियों से उनका सामना हुआ। उस समय उन्होंने जी भर कर अपने मन के अरमान निकाले। वह घायल हुये और दिल्ली अस्पताल लाये गये। तभी की एक धुँधली सी स्मृति है श्रीधर को अपने पिता की। ठीक होकर वह घर भी आ गये किन्तु सिर पर गोली की चोट लग जाने से उनका मानसिक संतुलन बिगड़ गया और एक ऐसे ही क्षण में गाँव के कुयें में गिर कर उनके प्राण चले गये। उनकी हार्दिक इच्छा थी कि उनका पुत्र भी सेनानी हो और सही अर्थ में अपने देश की स्वतन्त्रता की रक्षा करे। और उनकी इसी इच्छा को पूरी करने के लिये उसे याद है कि उसकी माँ ने कभी कोई कसर नहीं उठा रक्खी। घर का खर्च किसी तरह पेन्शन तथा घर की खेती से चलता रहा। फिर भी इधर-उधर करके श्रीधर को उसकी माँ ने अच्छी शिक्षा दिलाई जिसके फलस्वरूप वह आज भारतीय सेना का एक होनहार अफ़सर था। एक योग्य अफ़सर होने के गुण उसमें कूट कूट कर भरे थे जिनका प्रमाण स्वयं उसके जीवन में घटी घटनायें थीं। उसने हर समय बुद्धिमानी और साहस का सहारा लिया जिसकी जिम्मेवार उसकी माँ थीं—अकेली माँ।

हाँ! उसी माँ का आशीर्वाद लेने वह गाँव जा रहा था। उसका इक्का स्टेशन से अभी लगभग पौन कोस की दूरी ही तय कर पाया था कि सड़क के किनारे खड़े धान के खेतों में से उसे किसी युवती के चीखने-चिल्लाने की आवाज़ें आईं। उसकी समझ में नहीं आ रहा था कि वहाँ कौन है। सामने सड़क पर कुछ दूरी पर एक इक्का आगे की ओर बढ़ता तेज़ी से भागा जा रहा था। श्रीधर ने आव देखा न ताव, झट इक्के से कूद पड़ा और जिधर से 'बचाओ' 'बचाओ' का रुदन स्वर आ रहा था उसी दिशा में भागा। हल्के अन्धेरे में उसे स्पष्ट तो कुछ नहीं दिखा किन्तु पहचानने में देर नहीं लगी,

वही स्टेशन वाली दुबली-पतली लड़की खेत में बैठी अपने अस्त-व्यस्त कपड़ों को संभालती असहाय सी काँप रही थी।

"कौन है" श्रीधर चिल्लाया।

किन्तु उत्तर में वह लड़की भागती हुई श्रीधर की ओर आई तथा लड़खड़ाकर उसके कदमों के पास बेहोश होकर गिर गई। इक्के वाले की सहायता से उसने लड़की को इक्के पर बैठाया तथा इक्का गाँव की ओर चल पड़ा।

माँ ने जब देखा कि श्रीधर अकेला नहीं आया, साथ में कोई और भी है तो एक बारगी उनकी समझ में कुछ नहीं आया। श्रीधर का भी वह पहले का सब उत्साह और खुशी एक जिज्ञासा में बदल चुकी थी। उसने माँ को सब कुछ बताया तथा दोनों की सेवा से जल्द ही उस युवती को होश आ गया। किन्तु तब भी उसका श्वेत मुख तथा उस पर फैली बड़ी-बड़ी काली आँखें एक करुणामय मूक सन्देश दे रही थीं जिसकी परछाईं उन आँखों के कोरों पर तैरते आँसुओं में स्पष्ट झलक रही थी। युवती ने बताया कि वह पास ही के गाँव के जमींदार रामशरण की इकलौती बेटी है और शहर में पढ़ रही थी। इधर कुछ दिनों से अस्वस्थ रहने के कारण उसके पिता ने उसे घर बुला लिया। उसे उसका एक दूर के नाते का भाई लिवाने गया था और रास्ते में एक जगह जब वह प्रकृति की पुकार पर खेत में उतरी तो उस दूर के भाई के भीतर का पौरुष शैतान हो उठा। उसी से बचने के लिये वह चिल्लाई थी और उसका सौभाग्य था कि समय पर वह बच गई अन्यथा............!

श्रीधर और उसकी माँ दूसरे दिन ही उस युवती को उसके घर पहुँचा आये। रामशरण बाबू ने उनके प्रति अपनी कृतज्ञता को प्रकट करने में अपने को असमर्थ पाया। इस घटना की किसी को कानोंकान खबर नहीं हुई।

समय चक्र अपनी गति से चलता रहा। श्रीधर का गाँव छुट्टी में आना जारी रहा—बल्कि और कम समयान्तर पर वह छुट्टी आने लगा क्यों कि उसके खिंचाव का अब एक और भी केन्द्र बिन्दु था पास के गाँव में!

रामशरण बाबू ने अपनी बेटी का कालेज छुड़वा दिया। उन्हें अपनी इज़्ज़त और अपनी इकलौती बेटी का स्वास्थ्य तथा जीवन सबसे प्रिय था। श्रीधर ने भी अपने व्यवहार से रामशरण बाबू के मन में अपना एक विशिष्ट स्थान बना लिया था। वह हर बार अब घर जाता तो उन्हें मिलने अवश्य जाता। दूर रहता तो पत्र व्यवहार भी बना रहता। और उस दिन तो उनके आनन्द की सीमा नहीं रही जब श्रीधर ने उनका दामाद बनने का प्रस्ताव अस्वीकार नहीं किया। अन्धे को क्या चाहिये, चार आँखें? वह तो पहले ही अपना हृदय किसी को अर्पण कर चुका था। आते जाते एक मूक नयन वाणी में वह पहले ही अपने प्रेम का संदेश किसी को दे चुका था और जैसे उसे उसी मूक नयन भाषा में उत्तर भी मिल चुका था। यह उसके चरित्र की ऊँचाई थी कि उसने कभी उसे छिछलेपन या सस्ते प्रेम प्रदर्शन पर नहीं उतरने दिया। उसने अपने प्रेम की सजग मूर्ति के करुण नयनों की भाषा उसी दिन पढ़कर समझ ली थी जब उसके घर पर उसकी बेहोशी टूटी थी और उसकी डबडबाई आँखों ने उसके श्वेत मुख को और भी श्वेत बनाते हुये मानो पूछा था—"अब क्या होगा"?

और उसी भाषा में श्रीधर की स्थिर आँखों ने तथा कंपित अधरों ने उसे सांत्वना दी थी जैसे—"सब ठीक होगा! तुम चिन्ता न करो। स्वस्थ हो जाओ पहले"।

………और वही कालचक्र इक्के के पहिये की घूमती क्षीण रेखा की परछाईं पर फिर एक बार खड़ा हो गया जब विवाह रात्रि को प्रथम बार गौरी ने श्रीधर के चरण स्पर्श करके अपने मन की बात अधरों से कहलाई थी "आप आदमी नहीं, देवता हैं"।

और तब श्रीधर के बाहुपाश में बँधी गौरी कितनी ही देर तक रोई थी। यह अश्रु आनन्द के थे, सुख के थे। असीम शान्ति मिली थी उसे भीतर दबे इन आँसुओं को बहाकर! इन आँसुओं ने पिछले सब दिनों की सब बातें कह डाली थी उस रात्रि!!

आज गौरी श्रीधर की पत्नी है। वही गौरी जो एक सन्ध्या को एक अजनबी थी, एक संध्या को श्रीधर की सब कुछ बन गई। पुराने-विषयों पर कभी कोई बात नहीं हुई क्योंकि दोनों पर सब स्पष्ट था—कहीं कोई छिपाव दुराव नहीं था।

............कब दूरी कट गई और कब इक्का गाँव पहुँच गया इसका श्रीधर को पता ही नहीं चला! हाँ अब उसका गाँव पुराना दीये—बत्ती का गाँव नहीं रह गया था। वहाँ घरों के अन्दर व बाहर बिजली के बल्ब जगमगा रहे थे। उन्हीं जगमगाते बल्बों के प्रकाश में देखा श्रीधर ने बरामदे के खंभे के पीछे छुपकर खड़ी गौरी की फिरोज़ी साड़ी का आँचल! ....और पास ही पलने में लेटा उसके भेजे हुये खिलौनों से खेलता उसने देखा मुन्ना! अपना मुन्ना !!

क्रोध यमराज के समान है, तृष्णा वैतरणी नदी है, विद्या कामधेनु और संतोष नन्दनवन है।

—चाणक्य

मरू बसन्त

— प्रभूदयाल यादव

ओ भारत माँ के अमर पुत्र,
क्या देखा तूने मरू बसन्त।

जहं प्राची से अस्ताचल तक,
मरूचर, नभचर नहीं, मरू नभचर।
रजनी की विषम वेदना सहि,
काँपते सुबह तक दिग दिगन्त॥

ओ भारत माँ के अमर पुत्र।
क्या देखा तूने मरू बसन्त।

कहुं अरुण धरा के कण कण में,
है छिपी मौन श्रोणित स्मृति।
गगनांगन सदृश मरूस्थल का,
जहं दृष्टि न आवे आदि अन्त॥

ओ भारत माँ के अमर पुत्र,
क्या देखा तूने मरू बसन्त।

कहुं सिकत, समझ सर सलिल व्याप्त,
मृग तृष्णा त्रषि तड़पत जल बिन।
स्वप्नों की धवल चाँदनी में,
आजाती सजनी मिलन कन्त॥

ओ भारत माँ के अमर पुत्र,
क्या देखा तूने मरू बसन्त।

नीलाम्बर विहग सरोवर लखि,
टूटते भूमि जिमि निशि तारा।
माया बिच मायावी तड़ाग,
दिखलाते केवल बक्रपन्थ॥

ओ भारत माँ के अमर पुत्र,
क्या देखा तूने मरू बसन्त।

नहिं ग्राम न ग्राम समूह कहीं,
नहिं धाम न धाम दुरूह कहीं।
तपते जन तपसी भाँति सुखद,
पत्तों की कुटिया साधु सन्त॥

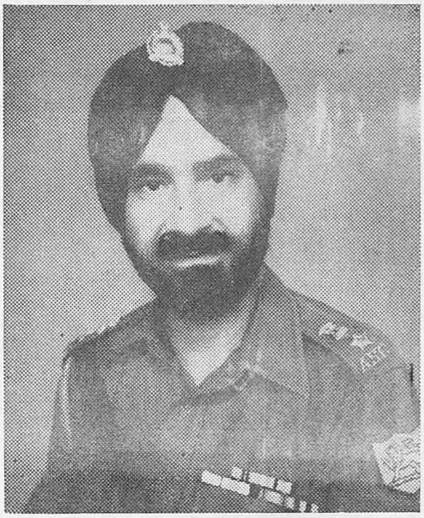
ओ भारत माँ के अमर पुत्र,
क्या देखा तूने मरू बसन्त।

ललकार पवन आँधी की सुन,
थर थर कम्पित मरू गिरि गिरि तरू।
कटि बांधि बढ़ चले, शत्रुंजय,
लड़ने बैरी से विजयवन्त॥

ओ भारत माँ के अमर पुत्र,
क्या देखा तूने मरू बसन्त।

Au Revoir !

Brig H L Sodhi
retired on 1 Aug 68

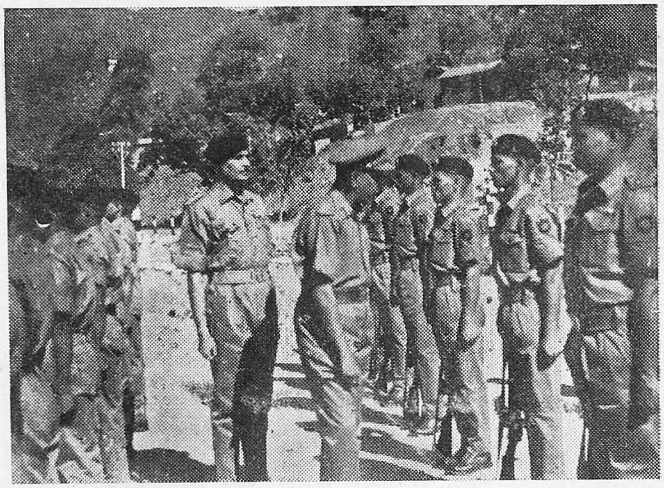


*Lt Col **Gurdial Singh***
retired on 26 Jul 68

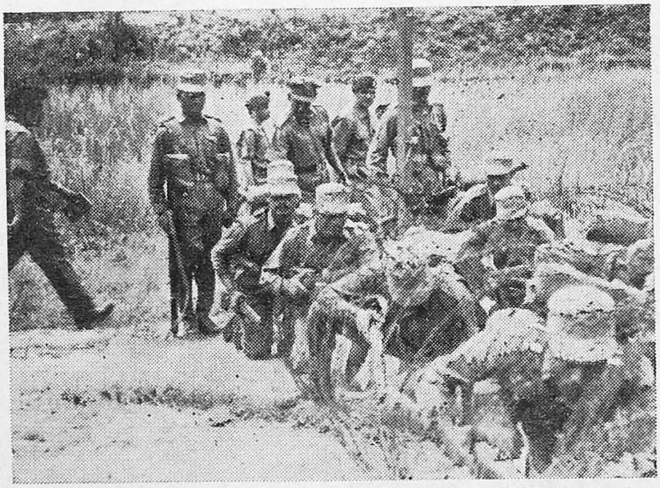
CORPS GLIMPSES

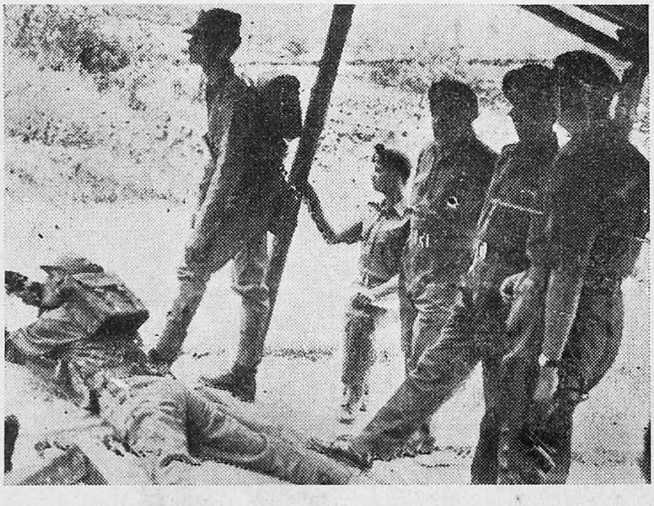
WELL DONE !

2/Lt Purshotam Joshi
The first driver A T
to get commisioned as an officer

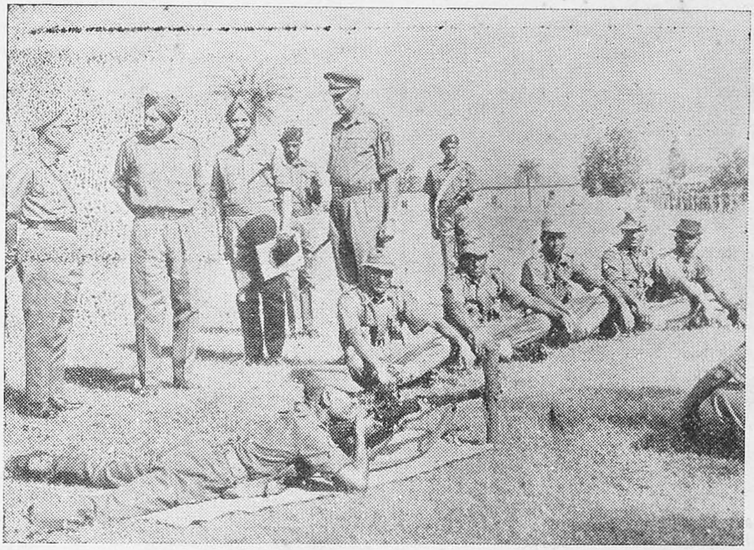


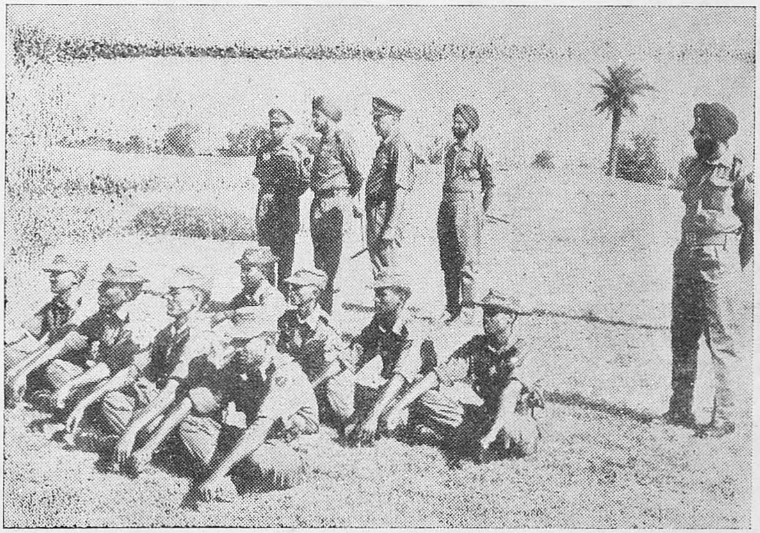
NEWS FROM BATTALIONS





V I Ps V I S I T





DST VISITS

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signs the Visitors' Book

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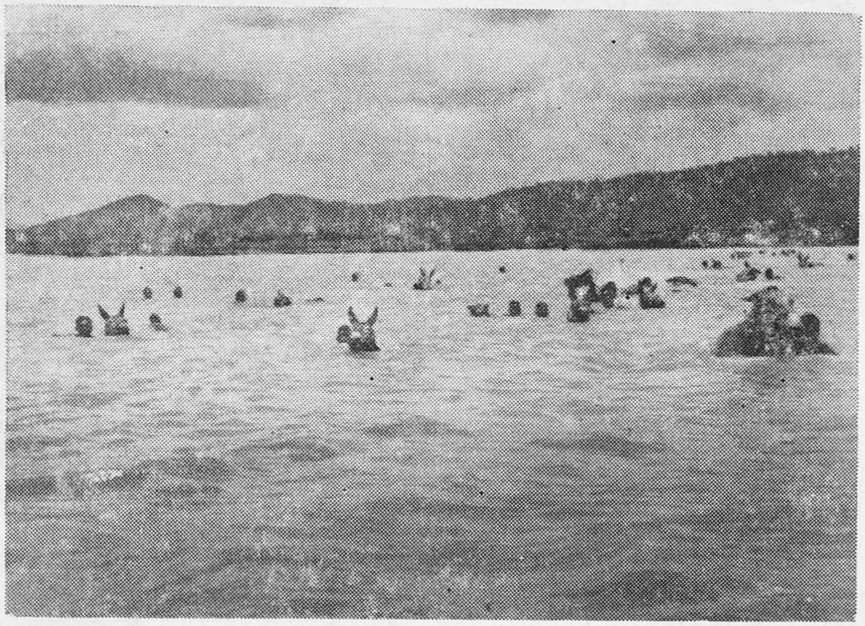
GOOD SHOW



Water crossing expedition by A T

Major Girdhari Singh with the D S T and the Commandant after the presentation of the Corps Crest

Editorial

Weep not, for such is here the life of man
Unasked he came, unbidden went he hence
Lo! ask thyself again whence came thy son
To bide on earth this little breathing space
By one way come and by another gone ....
So hither and so hence—why should ye weep?

Psalms of the Sisters

A tragedy befell our Director when on 20 July his beloved son died in a tragic air accident near Agra in the performance of his duty. This suddenly eclipsed a promising career of a brilliant Air Force officer in the prime of his youth. For us in the Corps it has been a personal loss and our heartfelt sympathies go to the Director and the young widow in their bereavement. We sincerely pray that may Almighty grant them strength and solace to bear the irreparable loss.

The whole world is paying homage to the memory of Mahatma Gandhi in his Centenary Year beginning from 2 October 1968. The teachings and ideals of the Mahatma have a lasting value, and today when the world is torn by conflicts and strifes, his message of peace and love has an universal application. He was an example of practical politics and applied religion and balanced within himself so perfectly the dynamic responses to challenges of human spirit and material life at the same time. For we soldiers, his message of *Abhaya*—fearlessness, and purity of means has more than a meaning. It is time that we study the lives of our own leaders and analyse their magnetic influence on the people. We should also acquire a knowledge of the various aspects of our culture and history and develop an emotional awareness towards it.

We continue to be concerned with the career prospects in the Corps.

Although the Director has been able to secure a few more senior ranks outside as well as inside the Corps, the overall situation still remains rather gloomy, which has already resulted in certain amount of frustration amongst the junior ranks. This state of affairs, if allowed to continue, would not be conducive to general efficiency of the Corps in particular and the Army in general. Because of the limited avenues open at the top echelon, the promotion to the rank of Lieutenant Colonels is facing the worst crisis, as is evident from the latest letter from Army Headquarters; officers in their twenty second year of service are still patiently awaiting their turn, whereas their counterparts in other arms and services are aspiring for promotion to the rank of Colonels and Brigadiers. As projected in these columns previously, we sincerely feel that no tangible solution of this problem can be found unless the question is examined afresh at the governmental level, and the whole problem of promotion to senior ranks is considered on the basis of the Army as a whole as is envisaged in 'Regulations for the Army'. We hope that senior officers of the Corps would be able to examine this problem in detail at the Twentieth Senior Officers' Conference, due for next month; and project their views to the Government.

The reorganised battalion structure has helped us a great deal in building up the *esprit de corps* and inculcating the sense of belonging to a unit and the Corps. We should, however, continue our efforts to instil further in our young officers the pride that they belong to a Corps with glorious traditions of devotion to duty. Towards this end our senior officers can set an example. More frequent meetings of our Colonel Commandants with junior officers and establishing a rapport among themselves would give greater confidence to young officers and they would, in turn, be willing to give of their best to the Corps.

With the rising cost of production and decrease in the number of subscribers to the Journal consequent to release of Emergency Commissioned Officers, it has become extremely difficult for us to publish the Journal at the existing subscription rate. The matter is likely to be examined in the Senior Officers' Conference and we may have either to increase the subscription or reduce the number of issues from three to two per year.

In this Issue we have published a seminar on leadership. During the last Unit Commanders Course at the School, opportunity was availed to study the problem from the angle of junior leaders who had the experience of direct command of troops in recent years. We hope our readers would find the study interesting and educative.

seminar on

We intend to publish in the Sep 68 Issue of our Journal a seminar on 'Leadership'. Many facets of leadership have been highlighted by eminent leaders from time to time, yet I feel, it is a matter of personal experience and the emphasis on one aspect or the other varies from person to person. You, with experience of direct command of troops, are better suited to analyse this problem.

I shall be grateful if you could send your views on what you consider the most striking attribute of a good leader, in not more than 200 words. Contributions shall be published in the Journal.

Opportunity was availed during the last Unit Commanders' Course at the School to analyse the concept of leadership from the angle of those who had the experience of command of troops and were confronted with this problem. Selected officers on the course and from the staff of the School were posed with the problem given opposite and their study is reproduced in the form of a seminar. In most cases the study reflects the personality of the author. We are grateful to the participants for the efforts they have put in and hope that our readers would greatly benefit from it. — EDITOR

LEADERSHIP

A good commander, is a man of high character; he must know his tools of trade; he must be impartial and calm under stress; he must reward promptly and punish justly; he must be accessible, human, humble and patient; he should listen to advice, make his own decisions and carry them out with energy.

— Stilwell

The Commander with the imagination — the genius, in fact — to use the new forces may have his name written among the great captains.

— Wavell

'The beginning of leadership is a battle for the hearts and minds of men'.

— Montgomery

'God gave men dominion over the beasts and not over his fellow men unless they submit of their own free will'.

— Napoleon

'Leadership is a mixture of example, persuasion, and compulsion. It is the projection of your own personality so that you get men to do what you want them to do even if they aren't very keen on doing it themselves'.

— Slim

The greater leaders feel themselves commanded by a power and strength which they in turn command.

— Ordway Tead

KNOWLEDGE AND SENSE OF DUTY

FIRSTLY the fast changing conditions in the social, economic and cultural fields, have direct bearing on the soldiers of today. Unlike their forefathers or soldiers of two decades ago, the present *jawan* can think for himself, has more power of logic and reasoning and understands progress going on in the country as a whole. He, unlike the soldiers of a decade ago, is not ready to accept an order blindly. So the leaders of today have to prove to the men, they are commanding, their ability to lead by being superior to them in all walks of life.

Secondly, the officer material which was recruited after 1962, has come from all levels of social strata, with varying backgrounds. It is true, leaders can be trained but unfortunately the results are not very encouraging. Both of these considerations have increased the importance of laying stress on the correct type of leadership.

In my opinion the attributes of a good leader, in the order of their importance are as follows :

(a) *Knowledge and sense of duty*

A leader should possess more knowledge than his men and should have the ability to impart the same to his men. There is a tendency to relax and somehow run a unit without putting in much of an effort. The men understand this quickly and lose respect. They like officers, who are alive to their sense of duty and are hardworking.

(b) *Personal behaviour*

Jawans of today are more critical and observant. They resent the comparatively high standard of living of officers. Every action of officers, personal or official, is discussed and dissected by them nowadays. They appreciate the following :

(i) Scrupulous honesty in personal dealings ;

(ii) high sense of justice ; and

(iii) firm yet humane approach in day to day problems.

(c) *Toughness and sportsmanship*

Especially in junior leaders, physical fitness is very essential, so that they can do everything a shade better than his

men. I have seen, that the sports help an officer, a lot in winning over personnel of a sub-unit or a unit. An officer who is good at games has got half of his battle already won.

The junior leaders of today will be the senior officers of tomorrow. Hence it is imperative that our senior officers should give the correct example in all spheres of army life for the juniors to emulate. Personal example is the best form of preaching.

Major Surindur Kumar

CHARACTER

IN my opinion the most striking attribute of a leader is 'good character'. We all agree that it has become a rare commodity. The common man in our country including the soldier has become frustrated and disappointed after seeing the large scale corruption and graft in our political and administrative machinery. He has a right to expect his leader (officer) to be a man of unquestionable integrity and *not* conform to the general pattern of dishonesty.

The manifestation of lack of character may take the form of weakness for women or money or favouritism towards a particular class or overindulgence in so called 'privileges' and minor practices like misuse of rations and clothing. The present day soldier who is more intelligent is very conscious of his entitlements. Only the honest officer can ensure this. A strong character will give an officer sufficient moral courage to look straight into the eyes of his subordinates and make heavy demands on them in times of war.

Good character is all the more necessary in the officers of our Corps because throughout our service we have to deal with stores and financial matters. Personal examples set by the leaders will compel the subordinates not to fall prey to the temptations.

Could there be a good leader with a bad character ?

Major P D Joshi

SHREWD JUDGE OF MEN

LEADERSHIP has been defined 'as the projection of personality of the leader and a combination of persuasion, compulsion and example to make others do what the leader wants them to do'. A leader should have a blend of many qualities—courage, will-power, knowledge, integrity, impartiality, decisiveness, robustness, diligence, flexibility, self-reliance, man-management, sharp perception and shrewd judgement.

The keywords, that are operative more often than others in practical application of day to day leadership at all levels, in the above given definition and qualities listed are 'example' and 'shrewd judgement' respectively. A company commander may have to set an example of intrepidity in the face of enemy bullets or of his physical fitness to his men, whereas, an army commander in the field may have to set an example of his mental robustness or of his quick decision to his subordinate commanders. Correct judgement of men you lead and situations you face is important; for, an incorrect judgement will result in wrong decisions and consequent wrong actions. Correct judgement is a pre-requisite to fuller development of other qualities of a leader. Persuasion and compulsion are to be applied to the 'hesitant' or 'unwilling' or the 'bad hats' and only when necessary for which correct judgement is again absolutely necessary.

In army parlance 'leadership' is always connected with 'man-management'. Man-management is nothing more than a correct judgement and assessment of the men you command.

To my mind a leader must be a shrewd judge of men and must always set an example.

Major P N Sawhney

PROFESSIONAL KNOWELDGE AND EFFICIENCY

LEADERSHIP is understood in the Army as the capacity to inspire one's men to accept the greatest risks cheerfully and willingly. However, we in the services are more concerned with the managerial aspect of leadership i.e. the ability to achieve the maximum working efficiency.

This situation, to my mind, is only possible when a leader is able to create the following conditions:

(a) Convince his men that the orders of their leader have got to be carried out. If the men gather an impression that they can get away with disobeying or ignoring certain orders however small they might be, then in that unit even major orders, which are inconvenient to people, will be ignored and side tracked. This affects the overall efficiency.

(b) To achieve the above and have the confidence of his men an officer must set an example of high professional knowledge and efficiency.

(c) Then to create the conditions for an enthusiastic and willing co-operation he must:

(i) be completely impartial and above board himself or else his prestige and

ability to assert will certainly be compromised ;

(ii) have a humane approach to personal problems, always realising that his men are as much serving for a career as he himself is ;

(iii) provide the proper tools, equipment, training and working conditions to the men to be able to carry out the work efficiently, rather than try to bulldoze his way by sheer wait of rank and authority.

Major Narendra Kumar

CHARACTER AND PERSONALITY

LEADERSHIP is the art of dealing with human nature. To be more explicit, it is the art of influencing a body of people by persuasion or example, to follow a line of action. It must not, however, be confused with 'drivership' which implies compelling a body of people by intimidation or force, to follow a line of action.

There are a combination of various qualities which go to make a good leader. These have been described and highlighted by various eminent leaders. It would not be correct to single out any one of these qualities as the most important but the emphasis on one or the other is bound to vary from person to person. To my mind, there are two fundamental qualities which are essential ingredients to good leadership. These are :

(a) character ;

(b) personality.

Character

A man of character is one who possesses social virtues, is industrious, conscientious, honest, true to his word and steady in his habits. Character is the ability to face facts and it springs out of self-discipline.

Personality

Personality is the extent to which the individual can convert his abilities and emerges into habits and actions which successfully influence other people. Personality is the effect of acquired skill, both in work and play which gives the individual the power to attract others.

I have stressed these qualities as by possessing these, a person is apt to inspire respect and affection and attract and influence his associates, thereby proving to be a good leader. Commonplace as these qualities may appear, it is surprising how few possess them !

Major R Gupta

DECISIVENESS

If it were done when 'tis done,
then 'twere well,
If it were done quickly.

—SHAKESPEARE

LEADERSHIP is one of those apocalyptic terms which has perpetually engaged the attention of past and present military captains of all creeds and vintages. It embraces a harmonious association of a multitude of facets, each tending to interweave into the other to produce (one hopes!!) the leader *par excellence.* The relative importance of each of these attributes of leadership varies with their impact on different individuals and circumstances.

Leadership like training, in any army, must necessarily be oriented for the ultimate test of battle. War is the province of uncertainty, chance, suffering physical exertion and danger, and therefore, without mitigating the various other attributes, to my mind, courage, above all else, must take the pride of position as the most striking quality demanded of a good soldier and leader. Courage takes the forms of both physical and moral courage, born out of a strength of character and the tenacity of one's convictions.

The soldier who professes that he is not afraid of a bullet or death is a liar. Physical courage enables him to overcome the unassessed fear of mutilation or death. This is brought about by a sense of indifference to danger, personal pride or patriotism. Physical courage in a leader imbibes fighting spirit and incidentally demands physical fitness. This is acutely essential in present day conventional battles where a leader must lead his men into combat and not just direct them from headquarters in rear areas. This becomes paramount when things go wrong which at times they will. This aspect was resoundingly brought home by successful combat group leaders of our Army and Israel in the recent conflicts of 1965 and 1967. Direct physical courage tends to dissipate in physically unfit and overage commanders as also such married soldiers whose fear of leaving behind uncared for widows and children assumes nebulous proportions. These are tendencies which should be ruthlessly curbed and may well demand a rethinking on having a younger generation fighting machine.

Moral courage is that born out of one's sense of responsibility, ideology and righteousness of the cause and enables a good leader to give a decision, to punish or reward, without fear. Courage and experience will compensate average intellect, especially in the fog of war, when circumstances do not allow time for

procrastinated consideration. Keen perception and basic intelligence are however mandatory for moral courage. Absence of these may occasionally produce a highly decorated battle leader, but his ceiling for higher command will be severely limited by his lack of grasp, resulting in hesitation, timidity and indecisiveness—all of which spell doom.

A blend of moral and physical courage, based on sound convictions produces the most important requisite of leadership—DECISIVENESS. A good leader should be able to give a decision, which is quick, clear cut, direct, firm and with boldness. This should be capable of execution and be implemented forthwith with vigour and rancour—preceded by personal example, whenever necessary.

In peacetime training, where officers are surprisingly career prospect oriented, there is a tendency to think and act only in terms of Annual Confidential Reports, course gradings and following the line of least resistance by pleasing one's seniors—even if it be against one's moral convictions. This is fatal to the services leadership cadre. Agreeably, such a situation has been aggravated by expansion in the army resulting in lack of the middle piece officer with adequate experience, background and training and the simultaneous fall in recruitment standards. Nevertheless, it is upto senior commanders at all levels to remedy this situation, by laying increased emphasis on junior leadership training, and contributing themselves by accepting reasonable dissenting views of juniors and not producing a cadre of 'Yes men'. The junior leaders' confidence will be ensured when he is permitted a free hand at decision and implementation without recourse to being spoon fed; even if it be at the cost of early mistakes.

Major Vijay Kumar

EQUITY AND FAIRPLAY

THE concept of leadership and the emphasis on one quality or the other varies from unit to unit and from one class of people to another. By custom, tradition and nature of work, the men in a particular unit or type of unit, by and large, form a picture of an ideal leader whom they would like to obey instinctively. For some class of people it may be guts, dash and daring; in another simplicity, integrity and honesty of purpose; in some professional knowledge, while in others strength of character and so on. A good leader must therefore be able to project that particular aspect of his personality more pronouncedly.

In case of ASC units qualities like professional knowledge, honesty and integrity may have better impact than others. In recent years, because of growing menace of casteism, provincialism, parochialism and linguistic fanaticism in the country, its reaction is also felt in the Army. In ASC units, because of its all class composition, impact is much more felt and often we come across cases where a certain community feels neglected or aggrieved or has the apprehension to be neglected on this account. For these reasons, in my opinion 'equity and fairplay' assumes a much greater importance in our ASC units these days than at any other time in the past.

Leaders must be just and fair and at no time they should create an apprehension that they are being partial or showing undue considera-tion towards a particular group or clan of men. Indulgence of officers in private religious functions with men, closer social contacts with a particular group, though desirable to an extent, becomes major cause for discontent and frustration in a unit. Leaders must at all times root out the evil of being clanish which is fast creeping gradually into our Army.

Major F S Kumana

SELF SACRIFICE

ATTRIBUTES of a good leader are many and some of them are over-lapping. To my mind though one may feel a particular attribute as the most striking and basis of his success, however, I am of the view that it is that basic attribute out of which emerges a number of other attributes and officer-like qualities. The attribute under elucidation is the spirit of self sacrifice, which is though a matter of personal experience, yet I have decided to refrain from using first person.

The spirit of self sacrifice in a leader enables him readily to take to discomforts and risks in war and peace. This speaks for physical courage, boldness and also serves as a personal example. Self sacrifice rules out greed and lure for temptations. This goes for his honesty and high sense of integrity. Self sacrifice implies con-tentment and absence of unnecessary ambitions. This inculcates moral courage and helps to express his loyalty for superiors where it entails service risk and similarly loyalty to subordinates is expressed in backing them up where they are right or even wrong but acted in good faith.

Self sacrifice being a mental attitude, one is prepared to do with little that is available. This inspires confidence and to augment the same

is resourcefulness. The spirit of self-sacrifice is though invisible but is expressable in one's daily deeds which troops come to know. This spirit being infectious a leader with this trait can always count on men truly dedicated and willing to give their lives.

However this attribute is not without handicaps and one should be aware of it. Self sacrifice implies self-less service and no personal interest in affairs around him. This attitude is likely to be mistaken initially for detachment and seclusion, for un-helpful and unconcerned behaviour by friends, favour seeking troops, the higher authorities and even the members of family. The leader there-fore should be prepared to accept unpopularity and have patience. However eventually the essence and the point of spirit is seen ; it is valued and respected.

Record of such sacrifices over a certain period gives pride to the leader that calls for high esteem and veneration. Indian *Jawan* tradi-tionally and historically has been and continues to be a hero worshipper ; a leader with spirit of self sacrifice as his most striking attribute makes the choice of his troops.

Major Girdhari Singh

ENTHUSING COMMAND POLITICALLY AND IDEOLOGICALLY

OUR present concept of leadership is based very much on the British pattern which has been in vogue since the Indian Army as we know it today came into existence. The general trend in our peace time activity and our performance in 1962 and 1965 raises serious doubts, of the efficacy of our leadership, training methods and of our concepts of the type of leadership required. A need for change is indicated.

At present our ideas are British oriented. As people we are very dis-similar. The British are phlegmatic, given to self-effacement, silence and are individualistic yet united in purpose and with an inborn, ingrained self confidence based on a long history of military success and social leadership.

No listing of our national traits is necessary to realise that we are very different from the British. We there-fore need a leadership more suited to the type of people we are.

It may be argued that the British type of leadership was successful in India. It was. But with a different type of Indian. He was a colonial, accepting the leadership of the ruling power. Besides, the recruit of to-day is no longer of the variety then com-

monly referred to as 'straight off the tree'. The young officer is not the product of a public school run on British lines or the son of a serving or retired soldier. Both have grown up in an age when questioning established authority and conventions, free expression and the right to agitate for causes good, bad or indifferent is accepted national behaviour. This has eroded what little inborn discipline existed and renders difficult acceptance of any class as leaders. Broad based recruitment, ignoring formally accepted division of classes, further aggravates the problem, as does the general state of the population due to communal, linguistic and provincial trends.

What then must be done?

The first need is for a deep hard look at the problem. Next, a study by competent persons, from all walks of life of the problems and drawing up of new yardsticks for selection and training of the new age leaders. Lastly an endeavour, on the national plane, to bring about an environment that will produce, not only leaders, but people prepared to follow. In the interim period, what is urgently required is an acceptance by military leadership of the changed conditions and therefore the need for changes and new ideas in our pattern of leadership training.

'*Haqeeqat*' though not much of a film, written, produced and directed by Indians, serves a purpose, in that it gives us an Indian idea of what type of leadership is expected by Indians at war. Perhaps the ideas set out in this film could be the take off point for the study suggested. Do our leaders have to be capable to be politically and ideologically enthusing their commands? Is the old form of an 'Order of the Day' to be replaced by a stirring oration?

Lt Col D R Burgess

CHARACTER

WITH the independence and disappearance of old class system, ideas of equality and democracy are harping in everyone's mind. The influence of education and social conditions have vastly changed the environments, behaviour and attitude of the present day man. The complexities of modern warfare and tremendous developments in weapons and equipment warrant intake in the Army of men with higher intelligence. All these changes place a heavy burden on officer cadre who are commanders of men. The last war brought in the phrase of 'man-management' to express one of the most important facets of leadership. Leadership is the projection of perso-

nality, the ability to handle men and to look after them. In other words, it is the art of keeping men happy yet tough, efficient and willing workers. There is no known recipe for leadership and I cannot think of anything better than the formula prescribed by General Stilwell according to which a commander should have :

Character	:	80%
Power of decision	:	10%
Technical knowledge	:	5%
and		
Everything else	:	5%

It is apparent from the above that a good leader must be a person of very high character wlth next attribute being the power of decision. A moral backbone which a commander must have also stems from character.

Considering this importance of uprightness of character, a leader i.e. an officer must endeavour to develop the qualities which give him the strength of character. To my mind strength of character depends on self control, professional efficiency, loyalty and fairness.

After an officer has attained the the strength of character and other qualities of leader the way to win the heart of his command is to treat his subordinates exactly the same way as he wishes to be treated by his superiors. In the changing political and social background of soldiers the key to success lies in following the maxim 'do unto others as you wish to be done by'.

Lt Col Amar Singh

Do not concede that fine clothes make fine men, any more than fine feathers make fine birds.

—George Washington

Lt Col B N Majumdar, ASC

LOGISTICAL PROBLEMS OF SIKKIM FIELD FORCE IN 1861

IN 1860 the British Government decided to organize a field force to lead an expedition in Sikkim to punish the Raja for having created trouble for the British.

The inhabitants of Darjeeling were rather nervous of the depredations of the Sikkimese and were expecting anxiously the arrival of the British to punish the Raja. In 1789 the Sikkimese repulsed two Nepalese columns and thus the British were rather apprehensive of the fighting qualities of the Sikkimese. In 1849 Sir C Napier even pronounced that Sikkim was 'Impracticable for British Troops'. It was remarked in the Military Report of 1850 thus, "In a precipitous and densely wooded country like this, where the track is with difficulty traced through an almost unpenetrable jungle of brush wood and briars, with the largest forest tree on either side of it, the facility with which the best troops may be impeded, if not entirely stopped, by the felling of forest trees across the path without any necessity of firing a shot is so evident that further remark is unnecessary. It is not a belt of forest to be passed through or a pass to be passed through or a pass to be forced: the whole country presents but one feature". In spite of great difficulties of terrain and climate it was decided to undertake the operations, as it was felt that moral and physical conditions were in favour of the British troops.

The main reasons for this expedition were that the Raja of Sikkim and his staff were carrying out raids across the British territory bordering the state, were kidnapping British subjects and causing terror in the neighbourhood. Some troops

were also kidnapped, stores taken and casualties caused by ambushes and surprises. At last the situation became out of hand and a force was assembled at Darjeeling to punish the Raja, occupy some part of his territory to ensure good continued behaviour and rescue people already kidnapped and in their custody.

Many planning details were obtained from the local authorities for the success of the expedition. Amongst others, information about enemy strength, rivers and bridges, roads, climate, season, resources of the country and transport were collected and particular attention to the logistical arrangements were made.

It was known that coolies were the best mode of transportation and they carried 80 lbs of load on them. Though there were scarcity of coolies yet they could be found with difficulty Ponies had to be brought from the plains.

During the course of planning the necessity to form a Coolie Corps was felt and also it was felt that plains pony were no good for the hills. Local purchases of ponies could be made at Rs. 100.00 for a riding pony and pack ponies for Rs. 60.00 to Rs. 30.00.

The Sikkim Field Force also carried slaughter cattle, biscuits, rum and rice in sufficient quantities for the troops. The Sikh troops had no atta but they were given additional mutton and rum till the arrival of their consignment of atta. They however, did not like rice and *bhoota* (maize) all by themselves. The average weight of hill bullock was 200 lbs and hill sheep was 20 lbs.

When the operations commenced only one colum could be sent because of insufficiency of transport. In an operation of this type it is better to use a number of columns to disperse the enemy and keep him guessing but in this case it could not be done owing to paucity of transport.

While employing coolies their reliability should have been kept in view. In this case the coolies employed did not have confidence in the British ability to drive out the Sikkimese and hence their employability was only limited because they were willing to go only upto Rungeet river or at most upto Namche. It was therefore essential to plan the operation in such a manner so that the coolies gained confidence in the ability of the British to rout the Sikkimese. It was important to do so as pony transport was insufficient and that coolies were very useful adjuncts to transport the requirements of the troops. Another aspect which has to be borne in mind is the reliability of coolies as they are liable to panic and tampering by the locals. There was a requirement for a total of 400 ponies for the column. Most of

the movements in this terrain was done on old footpaths where both men and animals could go through. The speed, of course, was only one mile per hour.

Throughout much difficulty was experienced with the transport. In addition to the unreliability of the local coolies, they were indolent and unreliable. Much of the stores were lost due to continued pilferage. It was therefore felt that these coolies should be employed on *ticca* basis which means that they are paid so much per maund for a certain distance and paid on delivery. *Danga* coolies were however better than the other coolies because they were quick, honest and controllable. But the pony is the answer for this type of a terrain which could easily sustain on local food supplies and grass.

The conduct of operations was slow but it had to be laborious and calculating because of logistical difficulties. The posts established along communications were well supplied and protected. Good bridges and good roads were developed. Advances were made step by step and each post had three weeks supplies to maintain it.

Another point of experience to note was that it would be better to utilise *Danga* coolies and *ticca* labour on the Lines of Communication but with a mobile column mules would be better. These mules should carry 1½ mds of load with a suitable pack saddle.

On 29 February 1861 a treaty was concluded between the Raja of Sikkim and the British Government. Thus the campaign was successfully concluded and further depredations ceased. A small force of about 300 troops were left with the Sikkim Durbar.

From tactical point of view there was nothing much to learn but logistically this operation has taught many lessons: in the hills mules are always better than manpower; a combatant corps of coolies must always be organised ; local labour may be employed in the rear areas only ; efforts should be made to improve roads all over the hill areas and men must be trained to fight in the terrain as the locals do.

Another interesting fact to note is that we should recruit more Bhutias and Sikkimese in the Army today as they are physically better than the Chinese and would be an asset in fighting in high altitude along our borders.

WITHOUT PREJUDICE

Major B V Kakkar

IT was a memorable evening about twelve years ago when the young officers of the Junior ASC Officers' Course had gathered together along with the then Directing Staff of the School to shower sweet parting blows on the latter community—a privilege given to students only once during the Course. The atmosphere was afire with excitement and exchange of pleasantries. Suddenly one of the students came forward and spoke to the assembly, "Gentlemen now we are going to present you with a skit entitled 'Without Prejudice'. You would appreciate Gentlemen, (aiming at the privileged community of the Directing Staff) that as it's name connotes, it is being presented upon the express condition that evidence of it is not to be given in the Coordinating Conference wherein the course results are finalised". Needless for me to say here that the onslaught that followed was so severe that it left everybody in a state of ecstasy. And I dare say that our lovable Supplies Directing Staff realised to his cost for the first time the implications of what he had been preaching—that the phrase 'without prejudice' is a 'double edged weapon'.

Since then the phrase 'without prejudice' has appeared every now and then, both on official as well as on social occasions. Though a pet phrase, its gravity is not always fully appreciated by all those who tend to use it. Most of us are under the belief that this phrase can be safely used in all our correspondences with contractors on the basis of the bridge table cliche 'when in doubt, play trump'. It is my intention to bring forth the fineries of this phrase in the following text, with a view to enable ASC officers to make correct use of

the phrase 'without prejudice' in their dealings with contractors.

Section 23 of the Indian Evidence Act of 1872 reads: "In civil cases no admission is relevant, if it is made either upon an express condition that evidence of it is not to be given, or under circumstances from which the Court can infer that the parties agreed together that evidence of it should not be given". To be able to fully appeciate this Section, it is necessary to know, what an admission is.

An admission is a statement, oral or documentary, made by a party or by a person in any of the ways described in Sections 18 to 23 of the Indian Evidence Act under certain circumstances, which suggests an inference as to any fact in issue or a relevant fact. The statement may be either to concede or to deny a fact and it may be addressed to any one. Admissions are either formal or informal. Formal admissions are made for the purpose of the trial. These are known as 'judicial admissions' as stipulations dispensing with proof. Informal admissions, on the other hand, are made inside the Court and usually at a time or under circumstances when the persons making them have no notion that they would be used as admissions for the purpose of any litigation. Such admissions though not conclusions, shift the onus of proving a fact which could be detrimental to the interest of the person making the admission. To safeguard the interest of persons making such informal admissions, the rule of 'qualified statement' has been included in the form of Section 23 of the Indian Evidence Act. This rule lays down an exception to the general rules of the admissibility of informal admissions in civil cases. If a person makes a qualified statement, the statement cannot be used against him apart from the qualifications. An unfair use cannot be made of a man's written statement, by trying to convert into an admission by him that which he never intended to be an admission. This is known as communications 'without prejudice'.

In their dealings with contractors, ASC officers have often to communicate with them in connection with contracts. Should these officers always head such communications 'without prejudice'? No! for, under the rule, such correspondence is rendered not admissible as evidence if headed 'without prejudice'. And you would not want good and valuable evidence to be rendered useless because it cannot be produced as evidence. It is, therefore, important to understand as to on what occasions one should seek protection of Section 23 of the Indian Evidence Act whilst communicating with contractors. It is simply a

matter of commonsense. Correspondence with contractors while negotiating or with a view to the settlement of a dispute, when statements have to be made which might otherwise prejudice Government, must always be headed 'without prejudice'. Other correspondence, specially letters informing a contractor that he is not complying with the terms and conditions of the contract, should not be so headed. This distinction, as brought out earlier, is vital in order to ensure that Government is not prejudiced, when a case goes to Court, by admissions not being marked 'without prejudice' or by inability to produce evidence of previous warnings to the contractor owing to correspondence being marked 'without prejudice'.

The object of the provision in Section 23 of the Indian Evidence Act is to safeguard the interests of the party offering to buy peace. For, if overtures between persons likely to go to law were not privileged from disclosure, no person could safely make an offer of compromise. Lord Mansfield has very appropriately observed, "All men must be permitted to buy their peace, without prejudice to them, should the offer not succeed: such offers being made to stop litigation, without regard to the question whether anything is due or not". It is to the interest of the State that litigation should cease; and hence confidential overtures of pacification and any other offers or propositions between the contract concluding or operating officers and the contractors, expressly or impliedly made without prejudice, are excluded as evidence on grounds of public policy. But this rule is strictly confined to cases where there is a dispute or likely dispute or negotiation, and propositions are made for settlement thereof. In other cases, a writer cannot, apart from some special relation existing between the sender and recipient, by making a letter 'without prejudice', impose on the recipient any condition as to the mode in which it may be used. Thus a letter 'without prejudice' containing threats of what the writer will do in the event of a request not being complied with, is not protected. Similarly the rule has no application to a document which may prejudice the person to whom it is addressed. Where the rule applies, these documents are admissible as evidence to show only one aspect, viz, that an attempt has been made to compromise, and for no other purposes. They are not to be used as admissions, or to take a debt out of the statute of limitations, or for the purpose of determining whether there is a good cause for depriving a successful litigant of costs, or in order to prove malice.

The words 'without prejudice' simply mean what one learned judge

once said: "I make you an offer which you may accept or not, as you like it, but if you do not accept it, my having made it, is to have no effect at all". In the preceding paragraph, a mention has been made of offers or propositions impliedly made 'without prejudice', also falling within the ambit of Section 23 of the Indian Evidence Act. An offer of compromise the essence of which is that the party making it is willing to submit to a sacrifice, or to make an admission, will be rejected, though nothing at the time was expressly said respecting its confidential character, if it clearly appears to have been made under the faith of a pending treaty, into which the party has been led by the confidence of an arrangement being effected. However, to be doubly assured, it is advisable to state 'without prejudice' on such communications to contractors which the sender intends to be so, thereby leaving no room for maximum in a Court of Law, by the contractors.

That brings to an end the subject of 'without prejudice'. ASC officers dealing with contractors, must appreciate the significance of the words 'without prejudice' and use them judiciously. For did not the Supplies Directing Staff at the School say 'without prejudice' is a 'double edged weapon'.

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Major E R David

OUR MT FLEET

WITH the mechanisation of the Indian Army, the number of vehicles has ever been on the increase and will go up even further. In the present day economic and financial crisis, there is a need to effect reduction in the wastage rates alround, especially of the mechanical transport. As luck would have it, we have definitely taken a big step in production and rationalisation of vehicles. Gone are the days when the whole length of maintenance communications used to be littered with broken down vehicles.

Since our MT fleet has now achieved a reasonably good standard, it is incumbent on all of us at various levels to ensure that we try and improve it rather than let it deteriorate again. The ASC is by far the largest MT holding Corps. By and large we have made every endeavour to ensure longevity of life of vehicles and to reduce wastage of MT spares but we need a helping hand from many. In this article, an effort has been made to bring out how commanders and staff at various levels as well as the engineers can help in conserving our MT fleet.

Wastage of vehicles and their spares is a direct result of excessive use. Much of the running of vehicles can be reduced if the duties could be scrutinised judiciously by the staff. The mere fact that the vehicles are available, should not be a temptation to keep on detailing them for duties which can be avoided. Indiscriminate details would, in the long run, affect the availability of vehicles.

Foresight and proper planning will also go long way to reduce vehicle mileage during operations and training. For example during the last operations troops were switched over from one place to another and sometimes even back to the old location, quite frequently. In some cases, it must have been unavoidable.

But the fact still remains that the MT as well as the drivers were put to excessive strain with consequent effect on the wastage rate.

A significant feature of the units moving in and out of the operational areas is their tendency to be heavy. They move with all sorts of paraphernalia. The net result is that much more additional transport has to be detailed than what is normally authorised according to staff tables. Tightening up in this direction by staff is necessary in the interest of our transport.

A special effort is required by staff to make up deficiencies of vehicles of numerous units. Shortages lead to extra strain on vehicles which are on road, thus shortening their life. At times, there is no time to spare them for maintenance and repair of minor defects. These minor defects develop into major ones. 'Stitch in time saves nine' holds good for MT as well.

At times vehicles are attached to other units like MES or engineers by staff for duties of permanent nature. These vehicles are normally neglected as far as their maintenance and repairs are concerned. Greatest wear and tear, especially of tyres, take place in road building projects. Suitable instructions by staff to user units, can help a lot towards proper supervision in this respect. It may even be feasible to order inter unit transfer instead of keeping the vehicles detached from their parent units for long durations.

In certain cases vehicles are being used for last so many years for duties which seem to be uneconomical and cause heavy strain on vehicles themselves. For example, take the case of carriage of water from far off water points to units, in vehicles. Major portion of water is spilled before the vehicle reaches the unit lines. A close study of this problem by a work study group may reveal that perhaps the answer is piped water supply for units and installations which are more or less permanently located. It may appear to be expensive to start with but in the long run, there is bound to be some saving and at least less wastage of MT.

Main cause of untimely wastage of vehicles is accidents. In spite of all efforts, accidents do occur and will always occur. They can, however, be minimised. To some extent the engineers can help us in reducing the chances of accidents by properly aligning the roads when projects are under planning and execution. Even on the existing roads, if there are any blind corners or curves, they could be gradually improved. In hilly areas, a number of accidents keep on happening at the same spot time and again and yet there is no action to broaden the roads at those places.

Enforcing strict convoy timings in certain dangerous sectors can also reduce rate of accidents. Staff should also be able to appreciate that non-adherance to long and short halts and fatigue to drivers caused due to continuous driving more than eight hours a day will increase accident rates. Provision of a horn with a shrill sound, for vehicles in hilly areas may be an asset. Some of the civil buses are using such horns.

There is a pressing need for authorities at various levels to give more attention to 'man' than the 'machine'. A balanced personality devoid of emotional instability or any mental disturbance, can play safer with a machine than a dissipated man with anxiety and neurosis. In the present day life, this aspect needs special attention. Perhaps a sample group survey could be carried out—say take those ten drivers who have not met with any accident for last five years. It will be found that they are immune from any anxiety and have a clearer balance and perspective. This could be compared with a separate group of ten drivers who are anxiety ridden. It will be found that some of them must have met with accidents. Authorities concerned can take various measures for removing the vacuum in the personality of a man so that his performance as a driver is constantly good.

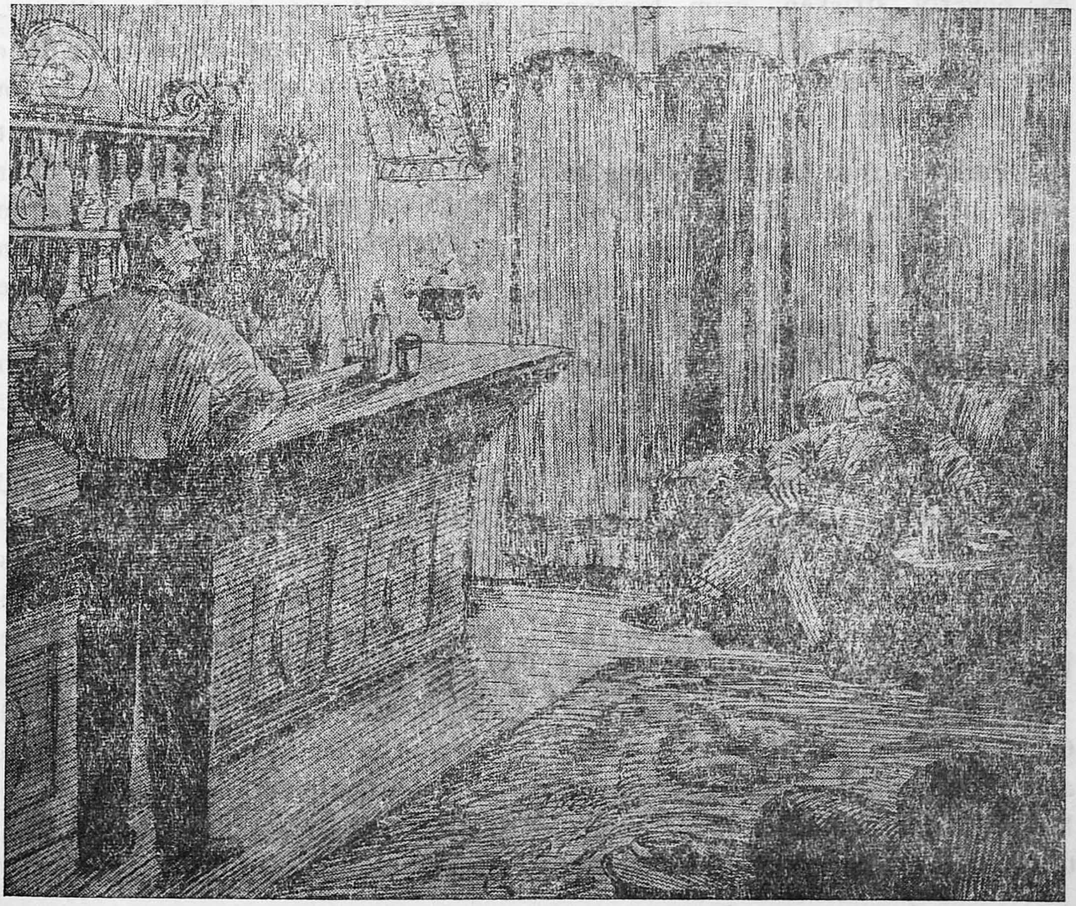
Bad roads are another cause of wastage especially that of tyres and road springs. A large number of vehicles are off road today for want of tyres. Similarly, there is a heavy toll on road springs because some of the tracks which are in constant use or some of the convoy halting grounds which have been in use for many years have gone from bad to worse. It becomes worse due to monsoon and when the vehicles are heavily loaded. Some of the units which have been in a particular location for years, have such awful approach roads that one would think twice if he were to take his private vehicle on that. Verges of roads, if not kept in trim have also devastating effects on tyres.

In conclusion it may be said that fitness for war of the Army largely depends on efficiency of our MT fleet. After years of efforts, there is now a marked improvement in the production of MT vehicles and their spares. It is our duty to conserve whatever we now have so that not only the deficiencies are made up but we are also able to cope up with additional requirement of the services as well as the civil. Besides, economy should never be lost sight of. Some of the measures suggested above will definitely be a step forward in this direction. It is also hoped that it will not only be the ASC but all units which have MT on their charge, will benefit.

the mystery of major lyons

Col Samer Pal Singh

THE train was running very late and when it arrived at Faizabad Junction it was already past midnight. Lt Puri got down and looked around. The platform was almost deserted. A pie dog lifted his head and started wagging his tail. From the other end of the platform a sleepy looking Havildar came and asked him if he had come on 'O-8' Course. Without waiting for a reply he called a coolie to take his kit out. They boarded a one ton truck and started on their way to the Officers' Mess of Army School of Mechanical Transport.



Puri was full of mixed emotions as the vehicle moved off. This was his first army course after being commissioned. The CO had hardly bothered to give him any pre-course training but a day before he was due to leave he was warned of serious consequences in case he did not make the grade. A JCO of his unit, who had qualified on D & M Course long ago, had painted a rather grim picture of the standard of knowledge the School expected from a student. About Faizabad he had heard that it was a very old Cantonment, populated by poverty stricken, grim looking people and most of the bungalows were old and rickety. Only students and ghosts lived in them.

Puri was thus lost in his thoughts when the truck halted in the compound of an old fashioned bungalow. An old bearer with grey hair came forward from nowhere and started taking down his luggage. Puri came down and had a look at his room. It was old fashioned but quite large and comfortable. The bearer opened his bedding and started arranging things. Suddenly he felt very hungry and remembered that he had taken nothing since midday. He asked the bearer if anything could be done. The bearer pointed out to him the Officers' Mess about thirty yards away and promised to go and find out if Mess Havildar could produce something to eat. Puri sat on the charpoy and lit a cigarette. He began to feel depressed and was lost in thoughts. When the bearer did not turn up he came out into the verandah. The compound was full of big trees and it was pitch dark. Looking towards the Mess he saw a streak of light coming through one of the doors. Hoping to find somebody still awake he slowly started walking towards it. On coming closer he saw that it was a massive building with very high roofs and a broad verandah on the sides. The light was coming through a door of the corner room nearer to the in-gate. It was absolutely still outside. As he came closer to the door he heard some conversation going on in a low tone but could not make out anything. Gently he pushed the door which opened to his pressure and he entered the room. The conversation stopped. As his eyes became accustomed to the light he saw a big oil lamp burning on a long stool. On one side was the bar counter behind which stood an ancient looking waiter. There were racks along the wall and bottles of all types and sizes of wines were neatly arranged on them. As the flame of the lamp wavered with the disturbed air when he opened the door, the dark shadows of bottles seemed to dance and form weird patterns on the wall. The waiter did not open his mouth and seemed to be looking through him and beyond him with a steady gaze. The whole scene

was so bizarre. After a moment's hesitation Puri advanced a step further and asked the barman.

"Could I get something to eat"?

"Of course yes old boy. Come and join me here". The soft voice from the other corner of the room almost startled him. Looking towards his right Puri saw an oldish gentleman in dinner jacket, sitting almost half buried in one of the Victorian type sofas. A half empty glass of drink lay by his side. Puri could not see the face of the gentleman as the light in that corner was quite dim. He slowly moved over to him.

"I am Puri ...... Lt Puri, sir", he said in a halting tone all the time wondering as to who he was and added:

"I am sorry to have disturbed you at this hour of the night, sir."

"Never mind old boy. Do sit down", he said. "That is better. Now what will you have? Abdul can produce anything; whisky, gin, martini, sherry, port ...... brandy ... anything you like. Now make up your mind."

"I ...... I really do not need a drink now sir. I just wanted to have something to eat ...... you see. I did not have any dinner on the way," he blurted out.

The gentleman in the dinner jacket now shifted forward and looking at the barman he softly asked him to bring a plate of fish and chips along with a stiff brandy. Then turning to Puri he said:

"You need a drink boy. You look famished. This will do you good. Now relax."

As this gentleman was talking to him he changed his position and turned towards the right. The light now fell on his face. Puri saw that he was a middle aged person with a fair handsome face and blue eyes. He obviously looked an Englishman.

Puri was quite puzzled as to the identity of this gentleman and mustering some courage he asked him, "Sir, I have not had the pleasure of knowing your name yet ...... I...... I...... presume you are on a visit here."

"Oh I am sorry," he said extending his right hand. "I am Major Lyons ...... Yes I occasionally come here to Faizabad." As Puri touched Major Lyon's hand he felt that it was ice cold. A shiver ran through his spine. Abdul was now placing a plate of fish and a glass of brandy before him. He took a large sip of brandy. It tasted good and seemed to restore his confidence. He began to feel relaxed and at ease.

Major Lyons proved an extremely charming person and a good conversationalist. He told him some interesting stories of shikar around

Faizabad, of his trip in a country boat about 100 miles down the river, of the crocodiles he shot, of the tiger he missed catching alive in the rifle ranges and so on.

Puri was feeling very sleepy now. So he excused himself, said good night to the Major and came away. He was quite puzzled about this interesting person who somehow did not seem to fit in anywhere. Finally he convinced himself that he was some retired British Officer settled down in this part of the country.

Next morning Puri got ready and went across to the Mess for breakfast. There he met some other course mates who had arrived a day earlier and now they were all waiting to be escorted to the School for Commandant's opening address. While coming out of the dining room Puri went to the bar-room to collect a packet of cigarettes. A different waiter was standing behind the counter, cleaning glasses. While collecting the packet of cigarettes he casually asked the waiter:

"And where is Abdul?"

"Abdul," repeated the waiter and added, "Sir my name is Mangal Prasad and Abdul the old *abdar* is no longer here."

"But where is he?" said Puri, "I saw him here last night only."

'Abdul died about 40 years back when I was a little kid and used to come here with my father who worked in this Mess as a *Mali*. His grandson now works as a Messenger in the School", he replied.

"At what time did you close the bar last night?" he asked.

"At 10 PM sir. According to the PMC's orders it cannot remain open beyond that time," he replied.

Puri was intrigued by these answers and started looking behind the counter. The racks and bottles which he saw last night were not there. In their place a big oil painting showing Omar Khayam and his cup of wine hung on the wall. A frigidaire stood below this and there was no sign of any wine bottles.

Puri went to the School quite puzzled and thinking hard. A few days later he mentioned this incident to some of his colleagues when he got to know them better. They all laughed at it as a figment of his imagination.

The story would have ended here but for two incidents which happened a few months later. While looking at some old magazines in his father's library one day Puri picked up the 1950 annual of the Times of India Illustrated Weekly and turning over the pages lazily he found an illustrated article by F M Lord Auchinlek recording the memories of his early days in the Indian Army when he was first posted as a 2/Lt in Faizabad Cantt. On the third page of the

article there was a group photo of 5 Officers in maroon and dark blue uniforms. As he was looking at this group suddenly something hit his eyes with a tremendous impact. Standing on the left of the group was the same Major Lyons he saw in the bar room of Army School of Mechanical Transport, Faizabad. He looked much younger in the picture but there was no mistake about the identity of the person.

Next morning Puri got a letter from his friend the Executive Officer of Faizabad Cantt which read as follows :

" My dear Ramesh,

With reference to your request I have made extensive enquiries from the old locals and they all confirm that one Major Lyons did serve here in a British regiment long ago. This officer, who was a bachelor, lived in Bungalow No 52 which is now bieng occupied by Capt Kelkar of the Army School of Mechanical Transport. I am told that one night all the Officers of the Regiment came very late from an outdoor exercise and started drinking at the bar. There was some row between Major Lyons and another young officer and latter took out his pistol and fired at Major Lyons. The bullet hit him in the chest and he died in the local military hospital a few hours later. To hush up the whole affair the other officer was immediately removed to Poona and no one seems to know as to what happened to him. Major Lyons lies buried in the local cemetery behind St Mary's School. The waiter Abdul, who was very much attached to Major Lyons, also died a few months later.

This is all I could find out. I trust this information will meet your requirement.

With best wishes,

Yours Sincerely,
Gautum."

We can easily forgive a child who is afraid of the dark; the real tragedy of life is when men are afraid of the light.

— Plato

ADMINISRATION — ITS EVOLUTION AND IMPORTANCE

Lt Col H K Hooda

Influence of administration

The Moscow Campaign

THE failure of Napoleon in the 1812 Moscow Campaign was as much due to the elusiveness of the Russian armies, their scorched earth policy and the severe winter as to the administrative failure to provide suitable transport for Russian roads, which were normally rough tracks, bottomless in mud when it rained and impossible to follow when covered with snow. Moreover, Napoleon selected the month of June for launching his attack, hoping to get plenty of corn and forage for his horses. But the crops being green, the horses were seized with epidemic of colic, and one-third died within the first ten days. This put greater strain on the horses that remained and resulted in greater casualties amongst them. The result was the failure of the supply system, and the Grand Army in the last stages resorted to eating horse flesh and in extreme cases, cannibalism.

Napoleon's Army was also deficient of proper protection against winter. The result was that out of an army of 5 lakhs that set out to conquer Russia, only about 50,000 returned, the remainder having fallen through due to lack of supplies and winter clothing.

The Sudan Campaign

The account of this campaign is an eminent example of how administrative foresight had enabled the successful prosecution of a campaign. Primarily the factor that made Kitchner's victories possible was the building of a narrow gauge railroad through the desolate Nubian.

Palestine Campaign

The advance into the Sinai desert in 1916-1917 depended entirely on administrative preparations, specially regarding water and railways for transportation of supplies. Ruthless drive and expert forethought alone made a tactical plan work. The rail-

way line was extended first to Katia and then further forward.

The area Wadi Guazze-Beersheva-Gaza was absolutely waterless. All water had to be carried. To overcome this, pipelines of four, five and six inches diameter were laid. In 1917 a 12 inch diameter pipeline was installed.

North Africa (1942—43)

The advance of the British forces in North Africa and the invasion of Algiers by the American First Army in 1942 are examples where strategy was governed by administrative considerations. At this time although the Russians were clamouring for a Second Front, the administrative build up in the United Kingdom at that stage was not strong enough to ensure success in a direct assault in Europe. On the other hand, the allies could build up their forces at the El Alamein position and at the same time land the American First Army in Algiers. Administrative convenience was the main motive behind the Allied strategy in North Africa in 1942.

The failure of the German High Command to appreciate the necessity of keeping their communications open with Rommel was a major strategical blunder in the last war. The result was that major portions of supplies and reinforcements sent to Rommel were sunk and Rommel, who was very near victory, gradually lost the initiative and ultimately was defeated in North Africa.

Effect of administration

The battle of Alam El Halfa

One of the causes of Rommel's failure at Alam El Halfa was the failure of petrol supply. Just before the battle two tankers carrying petrol for Rommel were sunk and it is known that a number of Rommel's tanks were stranded due to lack of petrol.

The battle of El Alamein

Despite pressure from Mr Churchill for an early attack General Alexander was not ready. All his requirements had not arrived, neither were his troops fully trained or in position. Both he and Montgomery insisted that they had not only to build up the administrative detail and machinery for the battle itself but also for the long pursuit that would have to follow. This pursuit had to be carried out through barren desert with only one main road and one flank on the sea. Ports which would invariably be damaged had to be reopened as quickly as possible so that the strain on road transport as well as the time lag for replenishment could be reduced. Only when all the stupendous administrative set up was ready did General Montgomery set out on his first venture towards total victory.

Burma Campaign

In February 1944, Japanese launched their offensive in Arakan. They succeeded in getting behind XV Corps and cut off 5 and 7 Infantry Divisions. Both these divisions were immediately put on air supply which enabled them to continue fighting. The Japanese had come with only seven days rations and no air supply. Later on 26 Infantry Division advanced from Chittagong and the Japanese force itself was encircled. The administration let them down whereas air supply enabled XV Corps to continue fighting.

So far Imphal and Kohima were concerned, the Japanese succeeded in cutting off both the places by 4 April 1944 but the troops stayed put and continued to fight because their administration did not let them down. Maintenance was kept up by air, stocks were dropped and flown in and casualties flown out. The troops stood the siege for three months because they could be maintained and reinforced by air whilst their land communications were cut off.

On the other hand the failure of the Japanese offensive can be attributed to the lack of administrative support. The Japanese supply organisation was capable of maintaining their troops for 20 days after which they hoped to live on the land. Once they failed to capture Kohima and Imphal, where they expected to capture huge supplies, their fate was sealed. Their supplies could not keep pace with the battle. The result was a complete collapse of logistics and the failure of the ambitious Japanese offensive.

All the traditional methods of supply steadily receded in importance when compared with air transport. Starting from the supply of besieged garrisons, air supply grew until two Corps racing with motorized formations towards Rangoon were provisioned, fuelled and munitioned by aircraft. Without air supply the rapid advance to Rangoon would never have been possible. Air supply developed very rapidly. In the battle of the 'Admin Box' in Arakan, February 1944, 3,000 tons of stores and ammunition were flown in. During the battles of Imphal and Kohima from April to June 1944, 7,600 tons of supplies were lifted into the combat zone. In addition two and a half divisions were flown in with all its equipment. When the road to Imphal was cut all supplies and reinforcements to IV Corps were sent by air. So important was air supply that when the Fourteenth Army was advancing from Mandalay to Rangoon, operations were undertaken along the coast in Arakan to capture air fields as the Fourteenth Army was getting out of range of the

original airfields.

Invasion of Europe

Operation 'Overlord' is an outstanding example in military history which clearly brings out the vital importance of administration for the success or failure of an operation.

At the Casablanca conference it was accepted that an essential support to operation 'Overlord' was operation 'Anvil' an assault against Southern France to be timed closely with 'Overlord'. General Eisenhower reports that the logistical data provided by the original planners was inaccurate. He found that after providing landing crafts for 'Overlord' none were available for 'Anvil'. Thus the available material mitigated the effectiveness of a closely timed double assault.

During the planning stage it was realised that success in the front line depended absolutely on a never-ending and steadily increasing flow of men and material across the channel. Due to the rapid advance fuel was needed in large quantities. During the initial stages it was brought ashore in containers. Later, a dozen cross channel pipelines were laid and this network followed the advancing armies and at one time was delivering 4,500 tons of fuel daily.

One of the major causes of German defeat was due to their inability to provide logistical support to their armies. As a result of strategic bombing the German fuel production was cut down to 14 percent of the normal. German reinforcements failed to arrive. Weapons, ammunition and food alike ran short and the shortage of fuel caused their power of tactical mobility to dwindle to the vanishing point.

Conclusion

In conclusion I will sum it up by saying: 'Primative man combined in one being both the teeth and the tail of the armed forces. Modern armies are like a toothless cumbersome whale that can only defend itself by thrashing its tail in the combat. In any future war, administration will gain added importance because war of mobility means a war of administrative support. The mobility of the finest tank will be hampered if the administrative support is not adequate'. The 'Tail' is therefore the source of strength for the 'Teeth' and hence the seat of victory lies in the 'Tail'.

(Concluded)

ESPIONAGE

Major K L Passi

Introduction

ESPIONAGE could be defined as skilled technique or rather a dangerous art of spying and to obtain information by clandestine means about potential, operational plans and strategical appreciations of hostile force and also the economical and strategical information of a country or nation, to enable own military commanders to make their future plans and appreciations or to assist own government or state to plan ahead to counteract the likely damage and destructions to our own forces or nation. At the same time such information collected is likely to be injurious and harmful to the interests of that country whose information is acquired, collected and disseminated.

It would be equally wrong to regard a particular political party member as a paid and trained spy or an agent. YET it would be highly injudicious to whisper the important information or top secrets into the ear of a pretty charming party member at a cocktail party. She would probably pass on the information as a vanity and ego to the wrong ears and hands without appreciating its repercussions and harmful effects.

Scope of Espionage

Spying is almost as old as mankind. Once Moses gave a list of instructions when in 1,400 BC he sent his party of 12 spies led by Joshua, the son of Nun, to spy out the land of Canaan. This story, which is the first reference in the Bible to spies, is told in the book of Numbers, Chapter 13. Moses sent them to spy out the southward land of Canaan and go up into the mountains with these instructions:

(a) see the land, what it is;

(b) whether it would be good or bad;

(c) whether it be fat or lean;

(d) whether there be wood therein or not;

(e) and bring the fruit of the land;

(f) and the people that dwelleth therein—whether they be strong or weak;

(g) whether they be few or many;

(h) what cities there be that they dwell in;

(j) whether in tents or in strong-holds;

Though these instructions were laid down for a band of spies sent out on a specific mission yet they embody the basic requirements of any spy sent out at any time on any general mission.

Life of a Spy

In fact the life of a spy is often extremely dull and prosaic. It is the ambition of a good spy to be as incospicuous and ordinary as possible. Even out of the ordinary it may be liable to attract attention or, worse still, arouse suspicion. A suspected spy is well on the way to being an arrested spy, so it can be understood why a spy has liking for cloak of mediocrity. As regards the espionage work, it is not so full of escapes and hurried journeys as is made out in fictions; the hours are long, nights dark, much of the work is monotonous and the remunerations are not excessive considering the risks involved.

Nature of Espionage

Long term espionage is carried out in peace time and during quiet periods of cold war, whereas short term espionage pertains to operations, immediate urgency and actual hostilities. Method for long term espionage is foreign and secret surveillance while that of short term espionage is domestic and secret surveillance.

Motives and Characteristics

The characteristics of a good spy are:

(a) Idealism *(Like Noor-Ul-Nisa Innayat Khan).*

(b) Patriotism.

(c) Adventure *(Like Mrs Odette Churchill).*

(d) Romance *(Like Mata Hari: The famous dancer).*

(e) Political ideology.

(f) Psychological conditions.

(g) Money, security and self protection.

(h) Pathological cases *(Like John Amery son of Mr L Amery).*

A good spy has a passion for anonymity. A man may find himself a courier spy one day and guerrilla captain the next. It is a basic principle that a spy must not be only a specialist but an all rounder, a kind of decathlon champion in intelligence.

A spy must of course be sincere, loyal and devoted to his country. He must be, in the deepest sense, a man of integrity. But he must be adaptable. Just as an Infantry soldier shoots the enemy soldier, so should the spy have no hesitation if, in the line of duty and the need of hour, he has to do away with someone who is a threat to him and his country. In other words, although he is a man of integrity, he must be able to lie, cheat and murder.

A man whose private scruples will not allow him to behave like a criminal, even in his country's interest, is not meant or cut out for a spy.

A spy must also be agile, be able to think quickly and decide quickly with his brain, with his tongue as well as with his arms and legs. Words are often the weapons, he has to induce others to risk their lives.

Like any other skilled workman the spy must know the tools of his trade. Among them are secret inks, skeleton keys, fake seals, cameras, tape recorder, wireless set, transmitter and a number of deadly devices such as stingers, boby traps, incendiaries, lion pencils, gammon grenades, pistol and automatics and so on. He himself does not as a rule pick locks, tamper with packages or drop a delayed incendiary behind a curtain on a visit to a house during a cock-tail party; but it is his job to teach these arts to his followers.

A spy who forgets that he is a hunted man is not likely to live very long.

Subjects which a spy looks for in the enemy territory and country are: general characteristics of the enemy, nation and race, importance of certain war equipment, detailed organisation, battle operations and strategical situation; policies of government and different political parties and their exploitation; economic and financial structure; importance of certain factories, industries, projects and geographical conditions and factors.

Classes of Spies

Ordinary agents and sources: They work for immediate reward but their price will not be very high.

Free lance spies: Bases on adventure and romance normally double dealers—like Mata Hari, the famous dancer.

Key agents: They are of different caliber and standard to control the rings and squads of spies.

High grade spies: Completely different from other agents. Not belonging to Secret Service, their work is honorary and they are not paid any remuneration.

Sources and Agencies of Espionage

The various sources and agencies of espionage work are: director of military intelligence (works under chief of general staff and defence ministry); military attaches and their staff; chief of intelligence of inter-Services: directorate of intelligence bureau; ambassadors and embassy staff; high commissioners and their staff; trade commissioners and their staff; certain religious missionaries; political parties in a country with foreign financial aid and ideologies; dancing, singing and theatrical troupes and parties on visit to foreign countries; sports teams

visiting other countries for games, competitions and matches.

Countermeasures

Some points which should be borne in mind are given below :

If an agent or a spy working in this field is to be successful, he must avoid capture, unless his capture is part of the technique by which the mission is to be completed.

Transmitter detection and range finders—as the wireless telegraphy and telephony are the most quick and efficient means of passing the information.

Knowledge of air photography—battle as well as strategic.

Guard and be vigilent about the likely places for which para-troopers would go.

Do not neglect waiters, cooks, batmen, maid-servants, orderlies, guards and vehicle drivers.

A cover story must be rehearsed over and over in many different situations in order to wipe out the inconsistencies of attitude, gesture and expression.

It is the duty of the secret state police to expose and to oppose all collective forces which are dangerous to the state, to collect and evaluate the results of those finds, to inform the government and to keep all the authorities informed of all evidence. In actual practice the function of secret agents and police should cover every aspect of a nation : uncovering of plots against the state ; discovery of foreign agents and similar matters of highest importance, through every phase of liberty of the individual down to closest intercourse by a national with foreign national and the offering of a drink to a pretty, beautiful, dazzling and charming but dangerous friend.

I wish to cite an interesting factual example of espionage which took place during the last World War. Sir Knatchbull Hugesson was the British Ambassador in Ankara during World War II. Sir Hugesson before the war was Minister to the Baltic States; was a career diplomat, one who maintained the highest traditions of his profession and whose integrity was beyond doubt.

Sir Hugesson was employing as his valet one Mr Cicero, an Albanian, who was as expert in his profession as the Ambassador was in his. One evening Cicero called at the house of German Ambassador Von Papen's attache and told him that he was prepared to hand over the top secret documents which were communicated to his master. The attache was unable to strike a bargain of Mr Cicero's consideration and offer without consulting Berlin. Nor was Cicero prepared to handover a trial film as a

token of good faith. After a certain amount of haggling, the two parties came to an arrangement and for several months Cicero did in fact supply photostats of the most secret documents which included the minutes of Tehran Conference and details of Operation Overlord ; and in exchange the Germans paid him a total of 3 lakh Pounds in Sterling notes.

It began to be apparent to the British Embassy officials after some time that there was some leakage and immediately security officers were sent to Ankara to investigate. Mr Cicero read the signs and disappeared. Fortunately for Allies, Berlin was thinking that the documents were fictitious and planted by British Secret Service and decided not to act on them. It would be interesting to know the reactions of Rebbontrop and Kaltenbrunner, the two men in Berlin most involved and baffled about the affair, when events proved Cicero's documents to be genuine. The story has a pleasant and interesting aspect to it that Germans paid the agent Cicero in forged currency. Since Sir Hugesson, a renowned Ambassador, was named in the Press and otherwise, questions were put in the House of Commons and Mr Ernest Bevin was compelled to confess that the story was factual.

Conclusion

In conclusion I would like to repeat that espionage is a skilled technique and a dangerous art of spying and obtaining by clandestine means important informations of a hostile force or country. It requires a close study of difficult situations, tricky and hazardous problems and characters with varying background and psychological make up.

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Spies and Saboteurs by William J Morgan

Recommendation of Major Sleeman

Delilah and Philistines

Kautilya Arthshashtra

Ain-e-Akbari

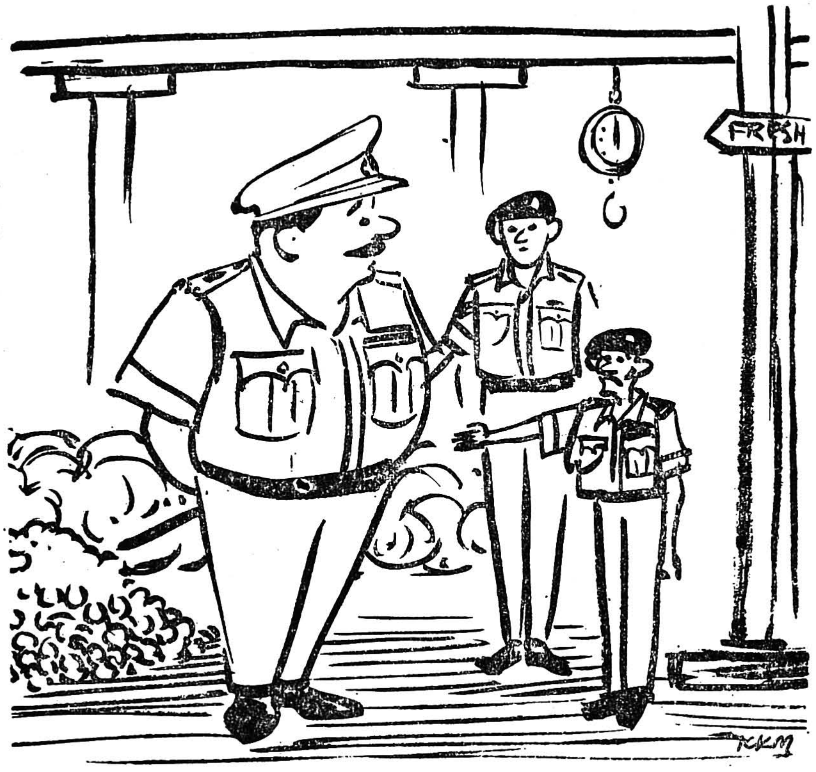
HUMOUR IN UNIFORM

by

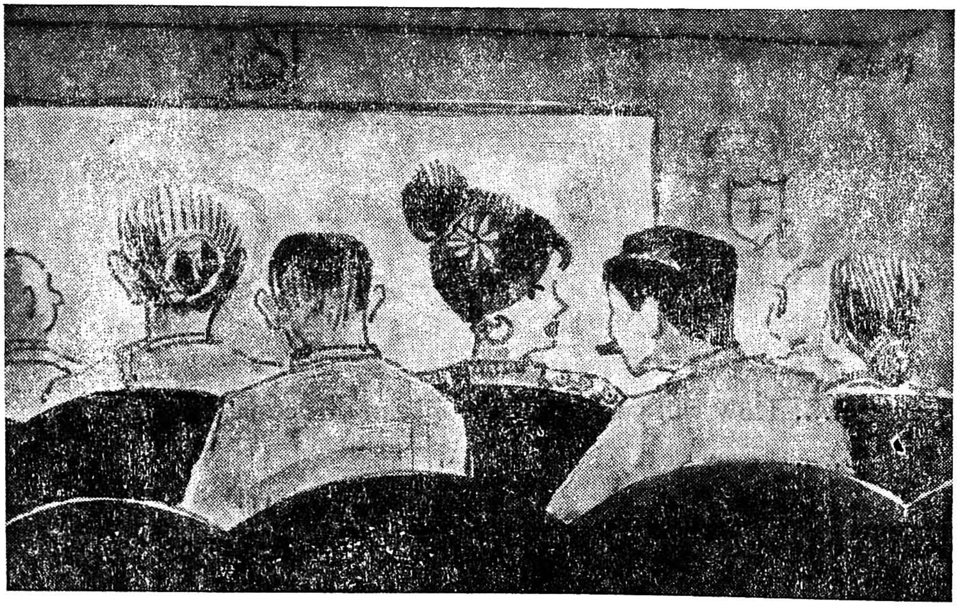
Sub K K MENON

"...... How will you adjust the loss in this consignment ?"

"...... In my next, sir."

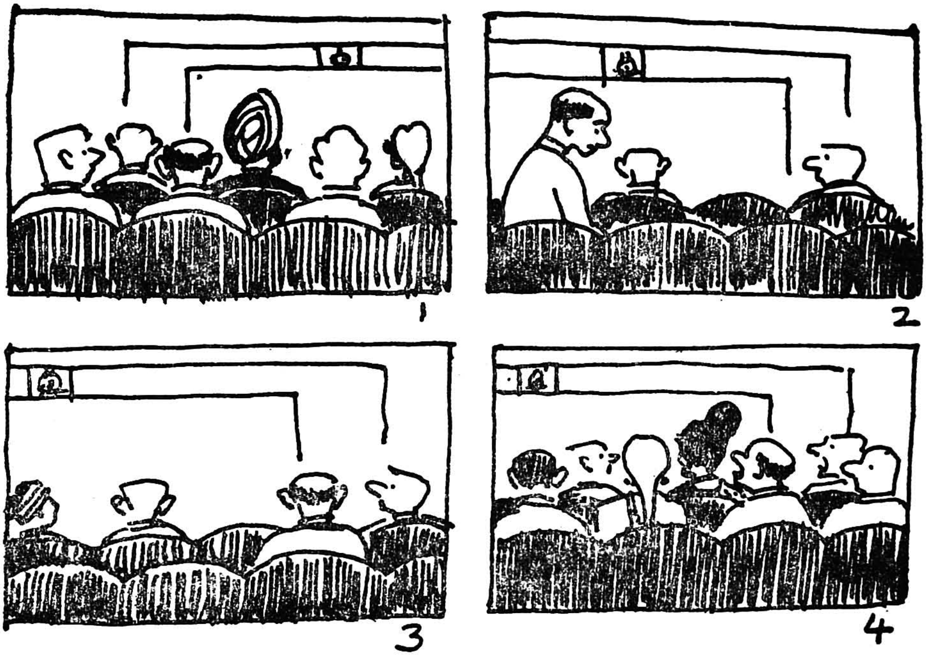


"Sir, I rejected the entire lot of potatoes as they were not according to ASC specifications—each one of them was dwarfy and dried."



"...... Sorry, is my head in your way ?"

"...... No Miss, in fact the picture is ; I am, looking at your head only."



" ...... From where did you get this beautiful breed ; is it SHE or HE ? "

" ...... Look, I am not worried about that as long as I am not of the same breed."

NEWS LETTERS

Corps News

Well Done !

We extend our heartiest congratulations to the following officers who have secured vacancies on the Defence Services Staff College Course commencing in January 1969 :

Competitive vacancies

Major Jwaleshwari Pratap and Major Prem Krishna Dass Kapur.

Nominated vacancies

Major Nirmal Sarkar, Capt P C Panjwani, Major Om Prakash Chopra, Capt H P Gupta and Major Ashok Kumar Malhotra.

We also congratulate Major Bawa Anup Singh Bhalla for having qualified and wish him best of luck next time.

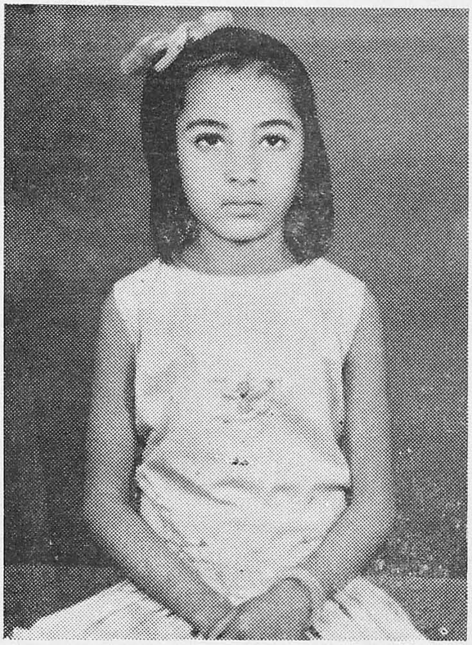
Retirements

We would like to convey our best wishes to Brigs Prithipal Singh and H L Sodhi, and Lt Col Gurdial Singh who have proceeded on retirement for a very happy and peaceful retired life.

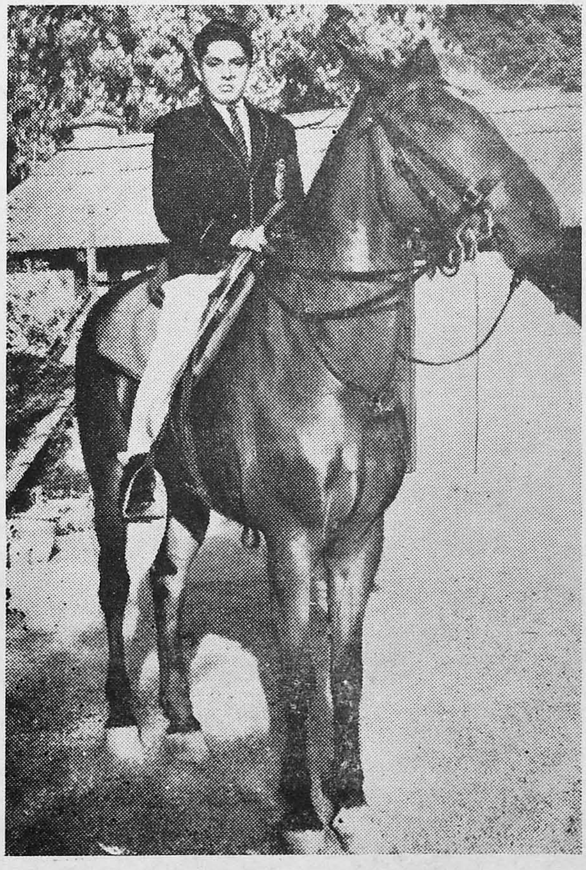
Brig Prithipal Singh.

Born on 3 June 1916, Brig Prithipal Singh was commissioned on 30 January 1938. He served with the Sikh Regt till July 1953 when he was transferred to ASC in the rank of Lt Col. During Second World War, he was on active service in Malaya from April 1941 to October 1945. He also served in Waziristan for two tenures, first from January to October 1940 and again from October 1945 to October 1946. He served in J&K from July 1954 to March 1955.

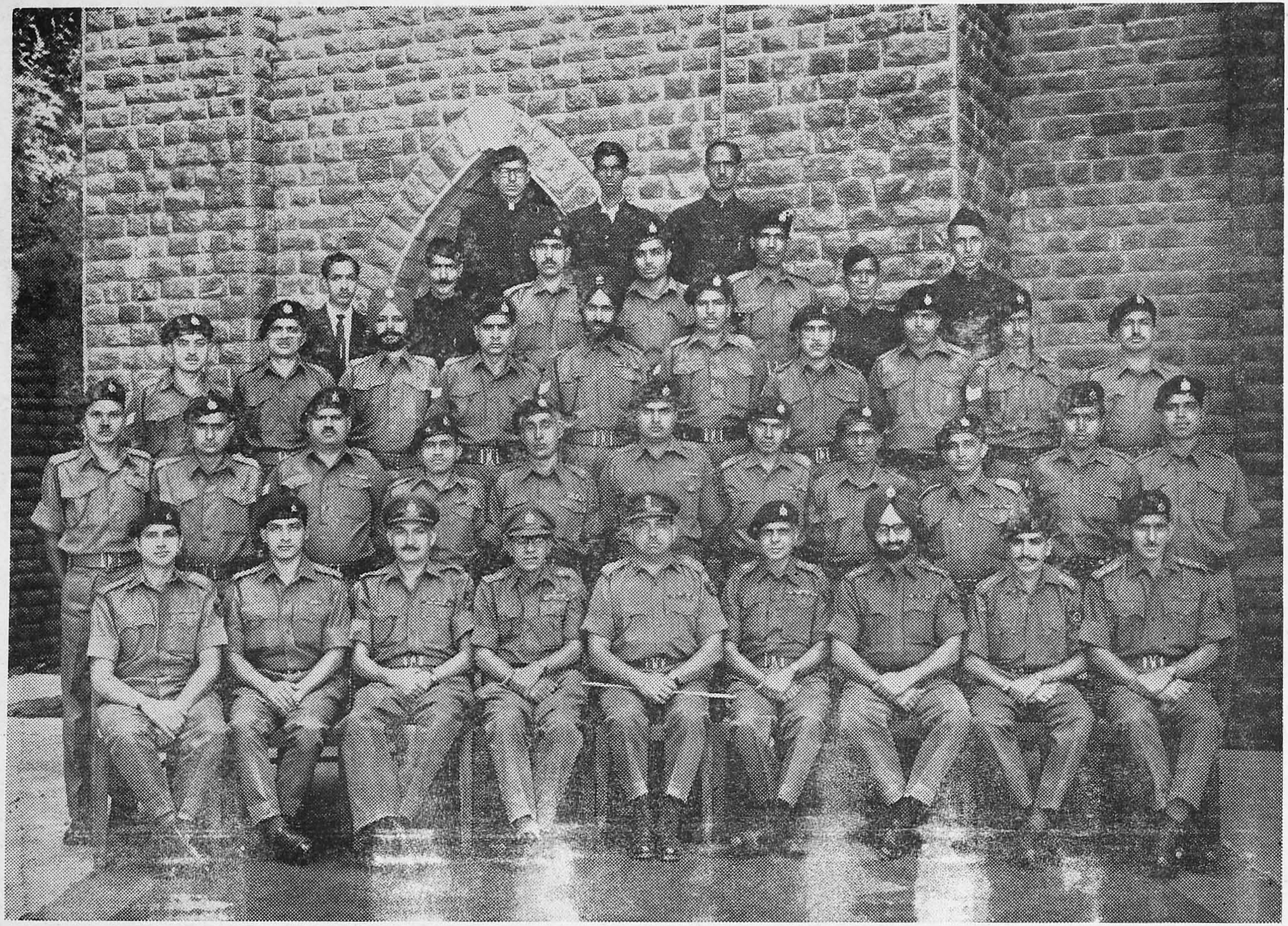
He was promoted to the rank of Colonel and held the appointments of



Aasha and Vikram whose presence of mind and courage brought good name to the Corps (Corps News Jan 68)



Western Command Farewell to Maj Gen M L Chopra



Chief Director of Purchases, Ministry of Food and Agriculture, DDT Army HQ and Commandant ASC Centre (North) MEERUT.

He was promoted to the rank of Brig on 23 February 1963 and posted as Commander 2 AATO. He was again posted to Army HQ in March 1967 as President ASEC, which appointment he held until his retirement on 3 June 1968.

We wish him best of luck.

Brig H L Sodhi.

Born on 10 August 1916 Brig Hira Lal Sodhi was a dynamic personality in the ASC. He was commissioned on 15 May 1941. After the initial training at the RIASC School, he was posted to 17 Division in a transport company in Burma where he stayed till June 1942 and was 'mentioned in despatches' for the wonderful job he did in operations. After holding a few Corps appointments in Bareilly, Firozpur and Jullundur, he was posted as an instructor to RIASC School, Kakul which appointment he successfully held till he was promoted to the rank of Major in November 1947.

From RIASC School Kakul he was posted to Army Headquarters, first to ST6A as DADS which section he took over as ADS on 1 April 1948. Brig Sodhi attended Staff College at Camberley from January 1950 to December 1950 and was awarded 'psc'. He held the appointment of ADST (ST5) for two years from 1949 to 1951 at Army Headquarters from where he was posted to Defence Services Staff College at Wellington as GSOI instructor. Thus he was awarded the covetable symbol ' psc dagger '.

From Staff College, Brig Sodhi went to ASC School Bareilly as Chief Instructor and stayed there till October 1956. He was later posted as Military Attache to the Indian Embassy at Burma in Rangoon, which appointment he very successfully held till April 1960.

From Rangoon, Brig Sodhi went to Calcutta as CASC 20 Infantry Division. After a short spell there he was posted as Commandant ASC School Bareilly. He had the rare distinction of being, instructor class C, instructor class B, Chief Instructor and then Commandant of ASC School.

In April 1965, he was promoted to the rank of Brigadier and was posted to Headquarters Eastern Command as BASC. After a year, he was posted to Army Headquarters as DDST from which appointment he retired on 1 August 1968.

Throughout his service Brig Sodhi maintained his reputation as a go getter. He was popular with both seniors and juniors. His enthusiasm and jest for

life was contagious. To the last day of his service he worked with unfaltering enthusiasm. The Corps will remain grateful for the valuable service rendered by him.

We wish Brig Sodhi all the best and a very happy retired life.

Lt Col Gurdial Singh

Lt Col Gurdial Singh joined the Burma Army on 6 June 1934 (then known as Burma Military Police and later on Burma Frontier Force since 1 April 1937) as a Wireless Telegraph Operator. He resigned that post on 30 November 1939.

He joined the RIASC as a direct Viceroy Commissioned Officer on 11 August 1941. He saw operational/field service in PAIFORCE and Middle East from September 1942 to October 1945 when he was selected for commission.

He was commissioned in RIASC on 25 August 1946. During his service he has held various Corps and ERE appointments. He worked as Assistant Comandant and Chief Instructor, Army School of MT, for over 3 years during 1961-64. He took part in Indo-Pak Operations during 1965 and as OC of a station coordinated defences in J&K. He was promoted to the rank of Lt Col with effect from 16 September 1967 and posted as OC of a Supply Coy from where he retired on 26 July 1968, after rendering a long and meritorious service for 32½ years.

Promotions

We congratulate Brigadiers D S Solanki, Gur Ajmer Singh, S Kamath and Colonels P N Chopra, P V Rao, A K Naidu, S S Chima on their promotion.

Army Headquarters

Retirement

Brig H L Sodhi, DDST, proceeded on retirement with effect from 1 August 1968.

Arrival

The following officers arrived on posting to Army Headquarters:

(a) Maj Gen M L Chopra as Inspector ASC.

(b) Brig R K S Bindra has taken over as DDST.

(e) Col R R Rao, MC, as Deputy Director (Food Inspection).

(d) Shri H K Jain as CSO, ST6D.

Departure

The following officers left the Directorate on posting :

(a) Lt Col A K Naidu on promotion to NCC Directorate.

(b) Shri Sampuran Singh Anand on transfor to DGAFMS.

Obituary

We regret to announce the untimely demise of Colonel A K Jadeja, Deputy Director (Food Inspection), Army Headquarters, who died on 23 April 1968 in Military Hospital, Delhi Cantt due to heart failure. The Army in general and the ST Directorate in particular have lost in him a very fine officer.

Bereavement—DST

Members of the ST Directorate and all ranks of the Corps sympathise with Lieut Gen Ajit Singh, DST and Colonel Commandant, on his recent bereavement.

Senior Officers' Conference

The Twentieth Senior ASC Officers' Conference will be held at Army Headquarters from 6 to 8 November 1968.

Civilian Establishment

An AFHQ Civil Service has been constituted with effect from 1 March 1968. In accordance with its provisions, the following changes have taken place :

(a) The civilian officers of the Directorate who were previously designated as Civilian Staff Officer Grade II (Class I) and Officer Supervisor (Class II) have been merged into a single category and redesignated as 'Civilian Staff Officer (Class I)'.

(b) Superintendents who were previously holding Class II non-gazetted posts will now hold Class II gazetted posts. There is no change in their designation.

Headquarters Southern Command

Posting/Transfer

Lt Col D V Tuljapurkar, ADST HQ Southern Command posted out to 93 Battalion BSF.

Lt Col N S Dharaskar posted as ADST HQ Southern Command.

Headquarters Western Command

Postings In

The undermentioned officers joined us on permanent posting:

(a) Brig F J Clarke as BASC Western Command.
(b) Brig V J Moharir as DDST of a Corps.
(c) Lt Col G D Joshi as ADT Western Command.
(d) Lt Col V D Kapoor as OC of an AT Battalion.

Postings Out

Lt Col Hardayal Singh Posted to Clerks Training School Aurangabad as OC (Colonel), on promotion.

Release

Capt K K Bhasin (EC-54538) of HQ Wastern Command who served in the Army for about 5 years proceeded on release leave with effect from 4 July 1968. He has now been appointed as Administrative Officer in Mines Engineering Iron Ore Project, Bellary.

Promotions

Maj Gen M L Chopra, our ex BASC was promoted to the present rank as Inspector ASC with effect from 27 May 1961. A farewell party in his honour was arranged in the Officers' Mess.

Brig V J Moharir was promoted to the present rank and joined us as DDST of a Corps.

Col Gur Ajmer Singh was promoted to the rank of Brigadier in the present appointment with effect from 9 July 1968.

ASC School

Visits

Maj Gen G S Gill carried out annual inspection of the School on 28 August, 1968.

Maj Gen M L Chopra, Inspector ASC visited the School and Training Camp at Naini Tal during June 1968 and saw various courses under instruction.

The following visiting officers addressed the students and the staff on various subjects:

Col R S Dagur
Shri R N Pande
Col Manohar Lal

Training

During the period, we had the Senior Officers' and Unit Commanders' courses. In addition, short courses viz Officers' AT, Short Supplies, Short MT and other courses for JCOs and NCOs were also conducted.

Well Done !

Our heartiest congratulations to Capt H P Gupta on securing a vacancy on Defence Services Staff College, Wellington.

Promotions

We congratulate Col P V Rao on his promotion and coveted appointment of Commandant Army School of Mechanical Transport, Faizabad.

Our heartiest congratulations to Lt Col J S Dhaliwal on his promotion and we wish him best of luck in his new appointment.

Departures

We bade farewell to the following officers and their families on their posting out from the School and wish them best of luck in their new stations:

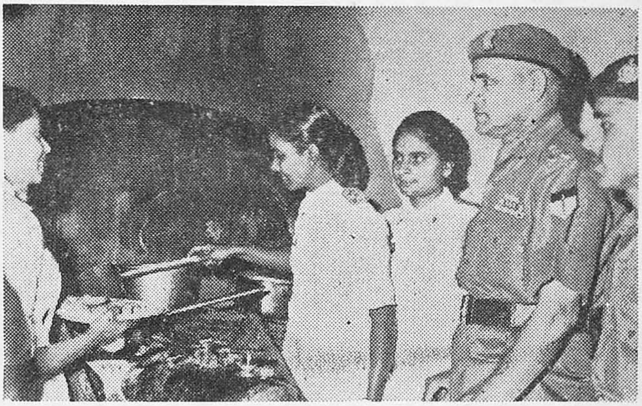
Col P V Rao
Lt Col J S Dhaliwal
Maj S W Katkade
Maj S Paul
Maj J L Bahl
Maj Ranvir Singh

Arrivals

The following officers have joined us, and we welcome them to the School:

Maj Vijay Kumar
Capt Vijay Kumar
Capt M M S Datta
Capt N V Bhide

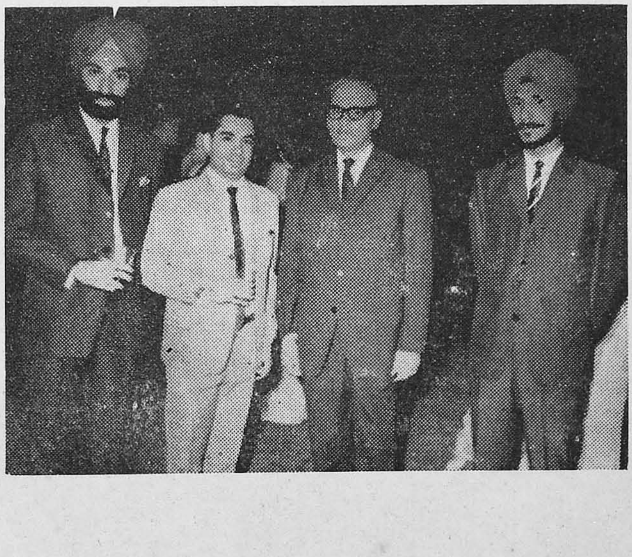
MNS OFFICERS' CATERING COURSE



Tempting !

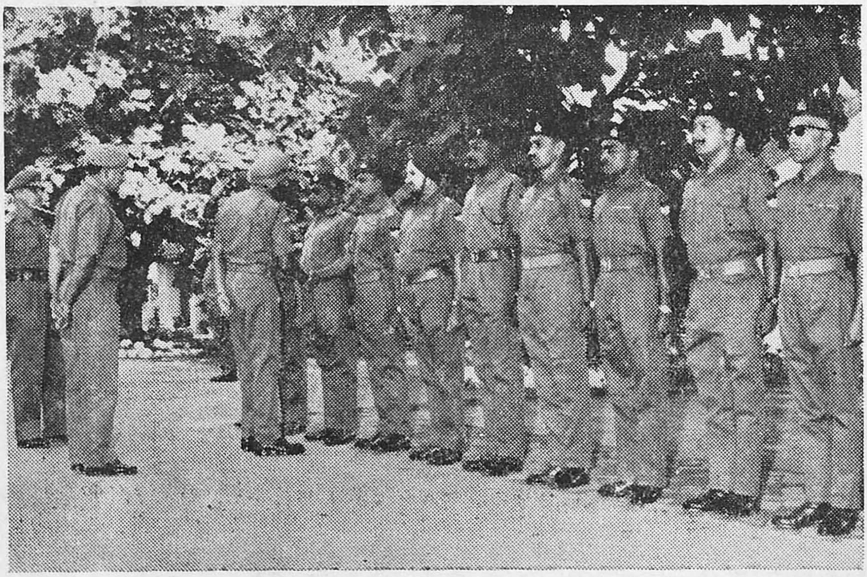
DIRECTOR VISITS THE SCHOOL

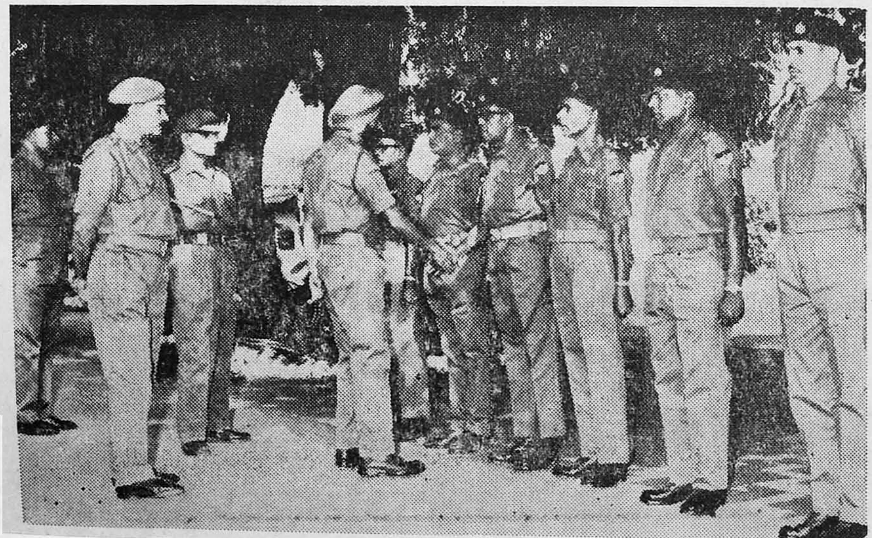
In the Mess



GOC INSPECTS THE SCHOOL

Welcome !

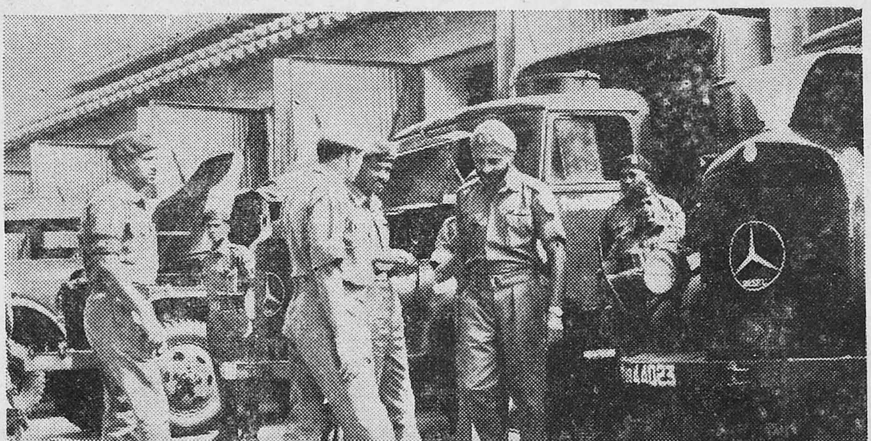


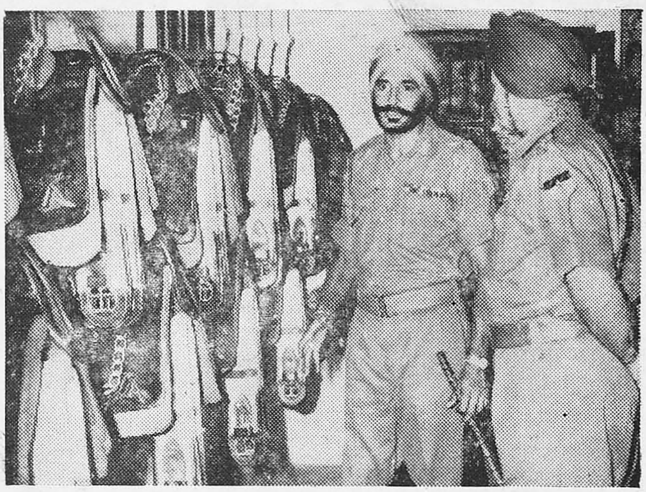


Introduction to Officers and J C Os

Quarter Guard

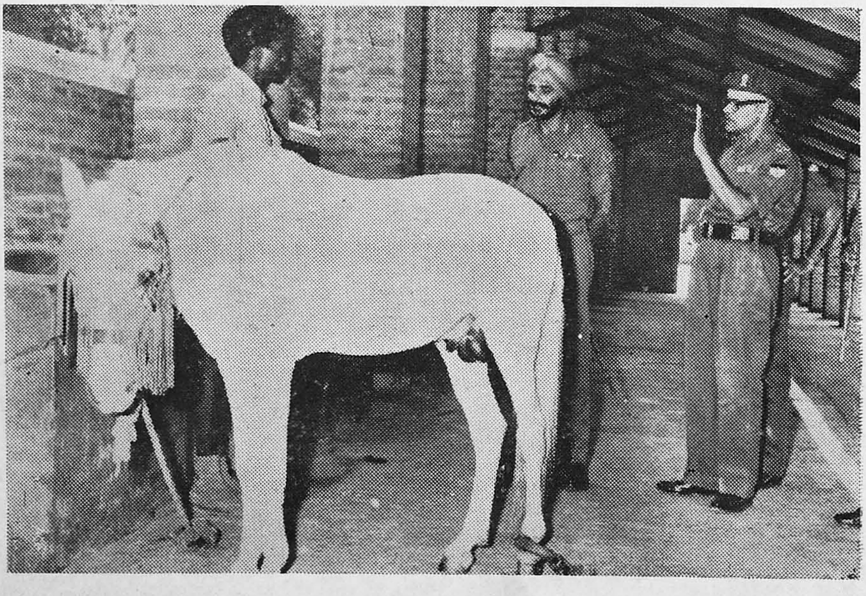
M T





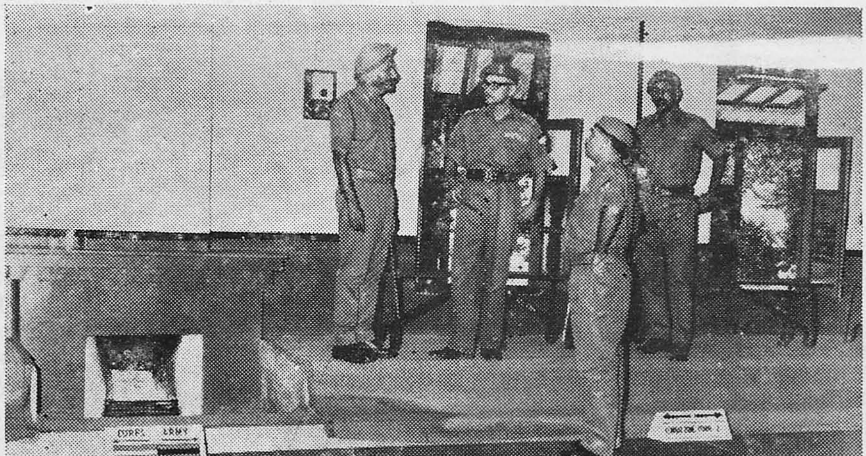
A T

'Agyat' the Mascot

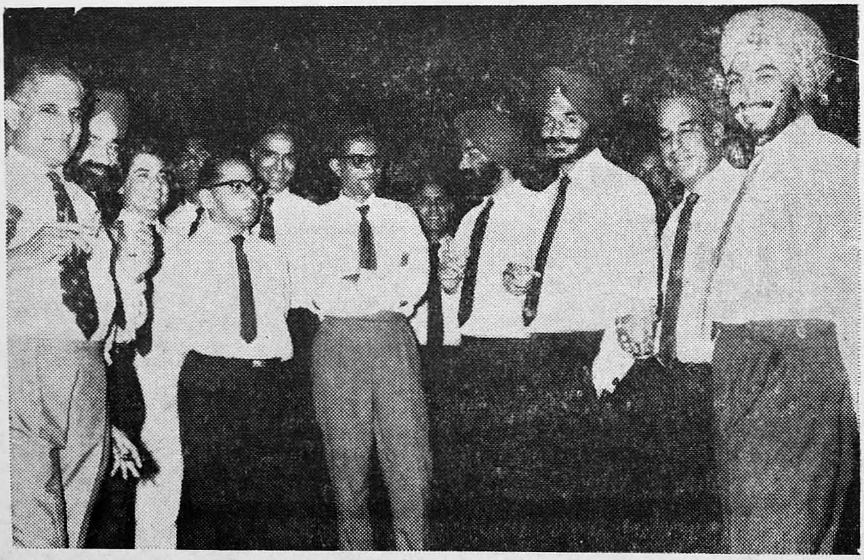


Welfare Centre

Model Room



In the Mess



Readers' Forum

Sir,

The article "PROCEDURAL PROBLEMS IN A SUPPLY DEPOT" by Major T NINAN in May 68 Issue is a valuable contribution, as far as, highlighting the incongruities which have crept into the functioning of supply depots.

However, I feel that the problem is not adequately tackled by merely highlighting such incongruities, which are well known to all Corps officers, but finding and suggesting a workable solution to each such incongruity.

I feel the essence of the solution would be based on the following :

(a) more decentralisation of command, for functioning purposes only ;

(b) a better sense of cooperation with unit commanders by staff officers at various Headquarters ;

(c) a better code of faith amongst us all.

Yours faithfully
Sd/- M M DEWAN
Capt

FAIZABAD (UP)
31 Aug 68

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हिन्दी खण्ड

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एक कसक

— श्रीमती शशी शर्मा

एम. ए. की परीक्षा भी समाप्त हो गई। सुधीर सोचने लगा, अब कौनसी परीक्षा देनी है। एम. ए. पास होने पर तो अवश्य ही कहीं कार्यभार पर नियुक्त होना पड़ेगा। पिछले छः वर्षों से परिवार का आर्थिक ढाँचा अपनी धुरी से कई बार हट हट कर आज गिरा कल गिरा की स्थिति से उसी प्रकार बच बच कर रह जाता है जैसे डूबता हुआ प्राणी जल की सतह पर बार बार उठ कर श्वास लेता हो।

पिछले दो वर्षों में तो वह एक ट्यूशन पर भी जाता रहा है। ट्यूशन करने का नतीजा यह हुआ कि एक षोडशी उसके साये में अपने आपको छुपा लेना चाहती है। समेट लेना चाहती है। रोटी पानी को नाप-नाप कर जीने वाला व्यक्ति कहाँ से एक और प्राणी को अपने घर का सदस्य बना ले। परन्तु वह तो एक पुरुष है। उसको नारी का सहारा तो लेना ही है। आज नहीं तो कल उसे विवाह की रचना करनी है। कहीं माँ ऐसी लड़की से हाथ न जोड़ दे, जहाँ विचार न जुड़ पायें, दिल-दिमाग न मिल सके। फिर—फिर कैसे गाड़ी के दो पहिये जुड़ पायेंगे? कैसे चलेगी यह जीवन गाड़ी? क्यों नहीं वह सन्नो से ही विवाह कर लेता। इसी विचार से मन कुछ हलका हो गया। सन्नो उससे परिचित है। वह उसे प्यार करता है। हाँ वह भी तो उसे चाहती है। प्यार करती है।

"बाबू जी! बाबू जी!" की आवाज सुनते ही सुधीर अचानक द्विवास्वप्न से जाग उठा। आवाज देने वाला व्यक्ति हाथ में न्यूजपेपर थमा कर अपनी राह ली। उसी क्षण होंठ हिले और सुधीर फुसफुसाने लगा। अरे, आज तो एम. ए. इकोनौमिक्स का फल भी निकलने वाला है। एक ही क्षण में सारा साहस बटोर कर बड़ी ही अधीरता से अपना ३६ रौल नम्बर देखने लगा। प्रथम श्रेणी। द्वितीय श्रेणी। कहीं भी उसे ३६ का अँक नजर नहीं आया। हताश हो तृतीय श्रेणी की

शरण लेनी पड़ी। आखिर ३६ का अँक उसे मिल ही गया। उसने अब एक सन्तोष की साँस ली। लेकिन दूसरे ही क्षण उसे अपनी सारी कामनाएँ एक ही साथ स्वाहा होती सी लगीं, जैसे जले लकड़ी की ढेर सी। और फिर बिजली के पँखे सी धरती उसकी आँखों के सामने घूमने लगी। एक के बाद एक आशा के वृक्ष टूटने लगे, पतझड़ के पत्तों की तरह।

अब वह निढाल होकर चारपाई पर अपने उसी दुख-सुख के साथी, सेमल के बने तकिये पर अपना बायाँ हाथ रख कर लेट गया। फिर एक बार कमरे की छत के कोने में आँखें अटक गईं। अपने भाग्य को अब वह कोस रहा था। गत स्मृतियाँ चेतना-पट पर यों उतरने व चढ़ने लगी जैसे किसी चल-चित्र की मुद्रायें एक के बाद एक स्पष्ट हो रही हों।

फिर वह सोचने लगता है। सन्नो को पढ़ाते समय वह उसे क्या पढ़ाता था? उसे कुछ भी तो याद नहीं है। हाँ जब वह अपनी पढ़ाई करता था, तब अवश्य सन्नो को ही पढ़ता था।। सच ही तो है। वह सदैव खुली पुस्तक के पन्नों पर उसी षोडशी की भाव-भंगिमायें उतरती-चढ़ती देखा करता था। वो चित्र आज भी उसे वैसे के वैसे गहरे-रंगीन व सजीव से लग रहे हैं। फिर क्या पढ़ा था और क्या याद है उसे। फिर क्यों पश्चाताप कर रहा है अपने फल पर। अवश्य यही होना था।

एक बार उसे जीवन उस चौराहे के पुलिस पौइन्ट सा लगा जहाँ से दिशायें चारों तरफ जा रही थीं। पर उसे सूझ नहीं पा रहा था कि वह कहाँ जाये। कौनसे रास्ते पर मोड़ ले।

उसी क्षण माँ का चित्र सामने आ खड़ा होता है। कब से वह सपने संजोये बैठी है। सुधीर एम. ए. पास करेगा। कहीं प्रोफेसर बनेगा। कितने पैसे पायेगा मेरा बेटा। फिर एक बार एक ही साथ सारे दुख-दर्द खत्म हो जायेंगे।

सुधीर के मानस में ऐंठ पड़ने लगी। मुट्ठियाँ बन्द हो गईं। लेकिन दूसरे ही क्षण समस्त तन्तु ढीले हो गये लखनवी कुर्ते की तरह। सोचने लगा, अब क्या होगा? अब किसी ग्रामीण पाठशाला में जाकर मास्टरी करनी पड़ेगी। वही डेढ़ सौ रुपये

माहवार तनखा मिलेगी। फिर माँ बहू भी तो लायेगी। कैसे रहेगी वो ? हाँ ! पूरे समय चौके में बैठ कर रोटी बनाती रहेगी, बर्तन मांजती रहेगी। कभी उसे खुली हवा मिलेगी अथवा नहीं। शाम को मेरे साथ घूमने जा पायेगी अथवा नहीं। कैसे ? कैसे सम्भव होगा यह सब ? न जाने कितने प्रश्नों ने उसे एक ही साथ आ घेरा जैसे मछली जाल में फंस रही हो।

अचानक कमरे में से सूर्य की रोशनी गायब हो गई और तब उसे ध्यान आया कि संध्या हो गई है। यंत्रचालित सा वहाँ से उठ बैठा और खूंटी पर टगी बुशशर्ट को पहन कर घर से बाहर आ गया। उसे लगा कि वह सन्नो के घर जा रहा है। इसी विचार से वह एक बार फिर स्वस्थ हो उठता है। जब सन्नो के घर के दरवाजे के सामने आ पहुँचा तभी उसे याद आया कि आजकल ग्रीष्मावकाश है। फिर भी किसी से मिलने की चाह ने उसके थकेहारे हाथ को दरवाजे पर लगी घंटी पर पहुँचा ही दिया। घंटी की आवाज के साथ ही नौकर रामू बाहर आ टपका। और एक ही सांस में बोल उठा "बाबू जी ! सन्नो जी तो माँ जी के साथ घूमने गई हैं।" आज उसने सुधीर को बैठने तक को नहीं पूछा।

अब वह पांव पटकता हुआ फिर अपने ही घर के मोड़ पर आ गया था। न जाने कब वह अपने घर के प्रवेश द्वार पर पहुँचा उसे पता नहीं। लेकिन इस बार उसकी घर में जाने की हिम्मत नहीं हुई। हाँ, उसे इतना अवश्य पता था कि रात काफी हो गई है। माँ के पूछने पर क्या जवाब देगा इसी विचार से वह सीधे अपने सोने वाले कमरे में चला गया। उसका वह कमरा सोने वाला ही क्यों था ? इसी में वह पढ़ता था और खाना-पीना भी वहीं होता था। उसके साथी लोग भी तो उसी एकमात्र कमरे में आकर बैठते थे। जहाँ घंटों चलती थी न्यूनतम से न्यूनतम बात से लेकर राजनीति व विश्व राजनीति की बहसें। आज वही कमरा उसे अपना नहीं लगा। उसे लग रहा था कि अपना सब कुछ पराया हो गया है। और वह एक क्षण के लिये किंकर्त्तव्य विमूढ़-सा वहीं खड़ा रह गया।

आज न जाने कितनी रात गये वह घर आया और कब सो गया। उसे कुछ भी तो पता नहीं। रातभर उलूल-जलूल में वह फँसा रहा। अनजाने-से, अजनबी-से

सपने देखता रहा। इतनी धूप चढ़े आज वह पहली बार ही उठा है। माँ के पूछने पर बता दिया कि अब पढ़ाई तो करनी नहीं है इसलिये जल्दी उठकर करता भी क्या ?

अभी-अभी घड़ी ने दस बजाये हैं। आज फिर वही रोजाना की तरह न्यूजपेपर उसकी कुर्सी पर पड़ा उसे घूर रहा था। वैसे वह न्यूजपेपर पढ़ने का कालिज के दिनों से अभ्यस्त है। उसी आदत से वह उसी न्यूजपेपर के पन्ने पलटने लगता है।

एक इश्तिहार पर उसकी आँखें वैसी ही अटक जाती हैं जैसे किसी अजनवी चित्र पर। पढ़ने के बाद उसे पता लगा कि वह इश्तिहार एक इमरजेन्सी कमीशन की मांग का है। एक बार आशा की रोशनी उसके सन्मुख ऐसी कौंध गई कि उसकी आँखें चौंधिया गई। उस इश्तिहार में लिखा था—शहर के पास वाले भरती दफ्तर में जाकर सेना में भरती होने के लिये नाम लिखवाइये। राष्ट्र को नौजवानों की मांग है। राष्ट्रीय सीमान्त दुश्मनों से आतन्कित है। सुधीर एक बार दीपक की तरह सचेत हो गया और भाग कर अपने कालिज से प्राप्त स्पोर्टस के सारे सारटीफ़िकेटस इकट्ठे करने लगा। सुधीर एक नवयुवक था। पाँच फुट आठ इंच की पूरी लम्बाई थी। अपने अध्ययन के साथ ही साथ वह एक उत्तम खिलाड़ी भी था और फिर वह समस्त एन॰ सी॰ सी॰ की परीक्षायें भी तो पास कर चुका था।

अपने चरम ध्येय पर पहुँचने वाले व्यक्ति सी लगन लिये सुधीर भी भरती दफ्तर में उसी समय चला गया। आज उसे सुबह से ही शुभ दिन नजर आ रहे थे। एन॰ सी॰ सी॰ में अन्डर औफिसर रह चुकने से उसका सैलेक्शन भी बिना विलम्ब के हो गया। तीसरे दिन उसे छः माह के प्रशिक्षण के लिये प्रस्थान करने का आदेश मिल गया। प्रशिक्षण केन्द्र उसका देहरादून में था। इतनी दूर की यात्रा सुधीर पहली बार करने जा रहा था। इस यात्रा की तय्यारी उसकी माँ को करनी थी। सुधर माँ का एकलौता पुत्र था। वह एक विधवा माँ के जीवन का चिराग था। अतएव माँ ने उसकी बाईस वर्ष की उम्र तक की सभी छोटी से छोटी जरूरत को पूरा किया है। माँ ही तो उसकी पुस्तकें, पोशाकें और बिस्तरे तक ठीक करती थी। यहाँ तक पढ़ाई के लिये भी उसे उसकी माँ ही जगाती थी। तभी तो वह पढ़ सकता था।

आज भी उसी माँ को उसकी यात्रा की तय्यारी करनी थी। अब सुधीर को माँ को सभी कुछ बताना पड़ा। सुधीर की सेना की भरती के एक ही वाक्य से उसके हृदय के कोमल-तन्तु टुकर-टुकर करके टूट गये। सुधीर को उसने जन्म से लेकर २२ वर्ष की उम्र तक अपने से दूर नहीं किया था। वह अब किस प्रकार इतना भारी बिछोह का दर्द सहन करेगी। यही सोचते सोचते आँखों में एक क्षण के लिये सागर उतर आया। फिर रुँधे स्वर से वह बोली "सुधीर तुम्हें क्या वही कार्य पसन्द है।"

"हाँ माँ जी।" सुधीर ने उत्तर दिया

"तुमने सोचा नहीं एक बार भी कि तुम्हारी माँ कैसे जी पायेगी तुम्हारे बिछोह में!"

स्नेह और आत्मविभोरता से गद्-गद् कण्ठ से सुधीर बोल उठा "माँ मैं भी यह सब कब चाहता हूँ कि तुम मुझ से दूर रहो। लेकिन माँ जब राष्ट्रीय संकट सन्मुख होता है तो अवश्य ही अपनों के मोह का त्याग करना ही पड़ता है। फिर तुम यह सोचती हो कि मैं तुम्हें अपने से दूर करना चाहूँगा। नहीं माँ ··· नहीं ······ माँ! मैं तुम्हें अपने पास रखना चाहता हूँ। लेकिन शत्रुओं ने हमारी माँ भारती की श्री को खण्डित करने की ठानी है। यह नहीं हो सकता माँ। कभी नहीं। तुमही बताओ माँ, यदि कोई व्यक्ति आकर तुम्हें क्षति पहुँचाये। मेरा मतलब कि तुम्हें कुछ कष्ट देना चाहे तो मैं चुप बैठा रहूँगा! नहीं माँ, मैं उसका हाथ नहीं तोड़ दूँगा। बस, यही बात है माँ। मैं अपनी धरती माँ के आँचल को नहीं छूने दूँगा। उस कायर का सर न तोड़ दूँगा। बस, माँ एक बार तुम हाँ कह दो तो मेरा हौसला बढ़ कर चौगुना हो जायेगा।" यह सब सुधीर एक ही साँस में कह गया। माँ के मुँह की तरफ देखा तक नहीं था। उसे क्या मालूम वह कोमल, कुसमालय हृदय माता न जाने कौनसे प्यार व अहम के दो कोमल व कठोर तन्तु में उसी प्रकार ताना-बाना बुन रही थी जैसे एक जुलाहा अपने एक ही स्थान पर निर्विकार भाव से ताना-बाना बनाता ही जाता है।

दूसरे ही क्षण सुधीर की माँ फुसफुसाती है शब्द स्पष्ट न थे, भाव अवश्य गहरे थे। "बेटे ······! तुम क्यों नहीं समझते अपनी माँ की ममता को। इतने लम्बे समय से तुम्हें अपने आँखों के सामने, अपने आँचल की ओट में वैसे ही रखा है जैसे एक मुर्गी

अपने चूजे को। और अब, अब उसी जतन से पाले पौधे को एक ही झटके से अपने ही निर्मम व कठोर क्रूर हाथों से तोड़ दूँ ।"

सुधीर अब माँ के ममत्व की धरातल से काफी ऊपर उठ चुका था। उसका मन किसी श्रेय की तरफ बढ़ रहा था। क्षणिक प्रेम उसे विचलित करने में असमर्थ ही रहा।

"नहीं माँ यह दूरी नहीं है। मैं तो राष्ट्र की रक्षा के लिये जा रहा हूँ। फिर लौट आऊँगा तुम्हारे चरणों में।" अब सुधीर का आर्थिक तन्तु भी झंकृत हो रहा था। उसी भावावेश में कहता ही गया "फिर मुझे वहाँ पैसे भी अधिक मिलेंगे। मेरे जीवन का एक स्तर होगा। किसी पद के गौरव से विभूषित भी तो होऊँगा। साथ ही तुम्हारे बेटे ने तुम्हारे चरणों में बैठकर जो शिक्षा-दीक्षा पाई है उसे भी तो मेरे जैसे तुम्हारे अनेक पुत्रों तक पहुँचा सकूँगा। क्यों नहीं तुम्हारे बनाये सपूत एक से अनेक हो जायें। एक बार मान जाओ माँ। एक बार हाँ करदो मेरी अच्छी माँ।"

सुधीर के हाथ छूते ही माँ का ममता भरा मन मोम की तरह द्रवित हो गया। एक ही क्षण में सोचने लगी। क्या? मैं माँ होकर भी इतनी कठोर हूँ! जो अपने बच्चे की इच्छा पूरी नहीं कर सकती। नहीं! नहीं! मैंने सदैव उसकी मरजी का ध्यान रखा है। जब से उसके पिता उसे अनाथ बना गये हैं। उसी दिन से मैंने उसकी हर कामना को पूरा किया है। उसके पिता जी भी तो यही चाहते थे। एक के बाद एक गहरे गर्त में पड़ी स्मृतियाँ उत्पन्न होने लगती हैं। क्या? उसके पिता जब वह जरा नन्हा सा था तब नहीं कह रहे थे, मेरा बेटा मुझ से बड़ा ओहदा पायेगा। मैं तो शायद हवालदारी ही करता रहूँगा। फिर मानष छटपटा उठता है। स्वर्गीय प्रिय की मनोकामना को फलवती करने के लिये चित्र गहरे होने लगते हैं। बेटे की कीर्ति व प्रगति के अहम का रंग भरने लगते हैं। एक सुखद जलाशय उभड़ आता है आँखों के कोर में। फिर वह फुसफुसाने लगती है। "नहीं! नहीं! मैं अपने क्षणिक मोह के फाँस में उसका जीवन एक ही सूत्र में नहीं बाधूँगी। अपने ही घेरे में नहीं जकड़ूँगी। उसे बढ़ना है। वह पुरुष है। उसे अवश्य ही पुरुषार्थ के कर्म शोभा देते हैं।"

एक बार पुनः उसी ममता भरे मानष में शौर्य के तार खिंच जाते हैं। समस्त राजपूती ललनाओं के चित्र उसके सामने कैमरे की रील से उतरने लगते हैं उन्हीं राजपूती क्षत्राणियों के जिन्होंने अपने सुहाग को हँसते-हँसते रणभैरवी के लिये भेजा था। अपने दूध की रक्षा के लिये माताओं ने कई लाल न्यौछावर कर दिये थे।

फिर उसे एक दोहा याद आ गया —

"माई ऐडा पूत जण जैडा राणा प्रताप
अकबर सूतो ओझके जाण सिराणे सांप।"

एक ही दोहे ने उसे क्षत्राणी का रूप दे दिया। उसी क्षण ऊँचे स्वर में सुधीर को बुलाती है। "सुधीर! ओ सुधीर! तुम जाओ फौज में अपनी माँ की रक्षा करने। मेरा आशीर्वाद तुम्हारे साथ है।"

ठीक तीसरे ही दिन सुधीर को प्रशिक्षण के लिये रवाना होना था। तीसरे दिन उसकी गाड़ी जोधपुर स्टेशन से रात दस बजे देहली के लिये रवाना हो गई। गाड़ी के पहिए की छक-छक-छक आवाज के साथ ही माँ के हृदय की धड़कन धीमी होती जाती है। वह पड़ोसिनों के साथ घर लौट तो आई पर उसका जैसे सब कुछ वहीं रह गया था। मानो सुधीर के साथ सब कुछ चला गया हो। साठ वर्ष के भारी और खोखले बदन के साथ उसके थकेहारे पैर उसी अपने सदा से एक मात्र घर की तरफ आ चुके थे। आंगन के कोने में पड़ी चारपाई पर वह बैठ गई।

शरीर जब शिथिल होने लगता है तब मानस भी कुछ धीर एवं शान्त तथा गहरा हो उठता है। उस मौन आयात में अकेली विधवा नारी को नीरवता निगल जाना चाह रही थी। आज उसको दीपक जलाने का भी चाव नहीं था। मन के अन्धेरे के साथ घर का अन्धेरा एकाएक तीव्र हो कर बार-बार उसे भयानक रूप दिखाने लगा। अचानक उसका मन अपशकुन के क्षण से घबरा जाता है। अचानक ही वह अनमने मन से उठ बैठती है और अपने घर में लगे तुलसी के पौधे के नीचे घी

का दिया संजो देती है। फिर सुधीर के कमरे में जाकर मिट्टी के तेल की छोटी सी चिमनी भी लगा आती है।

घर में दीपक की रोशनी से कुछ क्षण फिर उजज्वल होने लगते हैं। वह सोचने लगती है कि एक प्राणी के अभाव में इतना सुनसान, नीरव व चुपचाप हो जाता है सब कुछ। सारी वस्तुएँ वहीं की वहीं रखी हैं। सब कुछ वैसा ही तो है। सुधीर की चारपाई, उसका बिस्तर, उसकी पुस्तकें, कापियाँ, ट्रौफियाँ उस की खेल में जीती हुई। फिर, फिर क्या गया है यहाँ से। केवल मात्र सुधीर, एक मात्र मेरा लाल। आँखों में फिर दरिया उतर आता है। साड़ी के छोर से सिक्त आँखों को उसी क्षण पोंछ लेती है और फुसफुसाने लगती है। यात्रा में जाने वालों के पीछे आँसू नहीं बहाते हैं। एक ही अपशकुन शब्द उसके कानों में बार बार शीशे सा उतरने लगता है। दुश्चिन्ताओं के साथ ही साथ अनचिन्हे परिणाम से उसका मन पतझड़ के पत्ते सा काँप उठता है। फिर बड़बड़ाने लगती है। "नहीं ...... ! नहीं ! ऐसा नहीं हो सकता। मेरे सुधीर ...... ।" धीमी आवाज के साथ फिर सन्नाटा छा जाता है।

तीसरे दिन उसे सुधीर का पत्र मिला। "सब ठीक ठाक है।" एक के बाद एक दिन, फिर सप्ताह और माह व्यतीत होने लगते हैं। छः माह के प्रशिक्षण के बाद सुधीर की पोस्टिंग लद्दाख में हो जाती है। जहाँ चीनियों ने अपने पाँव जमा रखे थे। उसके छद्मी सिपाहियों ने यहीं से भारत में आना चालू किया था। उसकी रोकथाम के लिये भारतीय फौजें वहाँ लगाई गई थी।

भीषण गोलाबारी और युद्ध की लपेटों ने सारे सीमान्तवासियों को बरबाद कर दिया था। आगे बढ़ती हुई चीनी सेना को रोकने के लिये लेफ्टिनेन्ट सुधीर अपनी छोटी सी टुकड़ी के साथ वहाँ डटे थे। उनके हौसले को देखकर, एक बार चीनी सैनिक बौखला गये थे। लेकिन हथियारों की कमी और बर्फीले प्रदेश में सुधीर की टुकड़ी अधिक समय न रुक पाई। लेकिन सुधीर वहीं डटा रहा आखिरी दम तक जब तक चीनी सैनिकों ने वहाँ से अपना रुख न बदल लिया।

आठवें मास सुधीर का पत्र आता है। "माँ हम आ रहे हैं दो माह की छुट्टी पर।" विधवा माँ के सूने घर में फिर दीपक जल उठते हैं। न जाने एकदम उसको इतना हलकापन लग रहा था कि वह बावली-सी एक घर से दूसरे घर में कहने जाती है कि मेरा सुधीर आ रहा है।

सुधीर घर पहुँच जाता है। घर में घुसते ही वह अपनी माँ के चरण छू लेता है। उसी क्षण ऊपर मुँह करके घर के चारों कोनों में आँखें घुमाता है इस बार उसे अपने ही घर में एक अजीब-सा सूनापन, अकेलापन लगने लगता है। और एक ही क्षण में उसके बचपन से लेकर कालिज के दिनों के जीवन की रंगबिरंगी स्मृतियाँ उसके मानस में वैसे ही ऊपर से नीचे गोते मारने लगती है जैसे काँच के जग में कृत्रिम रूप से रंगबिरंगी मछलियाँ चलती-फिरती हैं। सन्नो की याद आते ही उसका गात रोमाँचित हो उठता है। उसको लगता है सन्नो उसके पास है। एक दम पास में है ठीक वैसे ही बैठी है। सन्नो को पा लेने की लालसा बलवती हो उठती है। घड़ी की घूमती सुइयाँ उसे भागती नजर आने लगती हैं।

संध्या के ठीक छः बजते ही वह सन्नो के घर चला जाता है। इस बार वह एक फौजी ऑफीसर के ठाट-बाट से गया था, एक ट्यूटर की तरह से नहीं। ड्राइंग-रूम में घुसते ही उसको सबसे पहले सन्नो ही मिलती है। उसके नमस्ते का उत्तर तक वह नहीं दे पाती है। उसकी आँखें लाज से जमीन में कुछ ढूँड लेने को रुक जाती है। सुधीर को लगता है कि इतनी लजीली तो वह पहले कभी नहीं थी। इसी विचार से उसका अँग-अँग रोमाँचित हो उठता है। सन्नो अपनी सिहरन को सम्भालने के लिये पास में ही मेन्टलपीस का सहारा लेकर खड़ी हो जाती है। उसी समय सन्नो की भाभी भी आ जाती है। सुधीर अभिनन्दन करता है और फिर स्थिति सम्भल जाती है। सन्नो चाय की तय्यारी के लिये ड्राइंग रूम से चली जाती है।

सन्नो के घर से लौट कर सुधीर उस रात नहीं सो पाया था। सारी रात सुखद सपने सजाता रहा और करवट बदल-बदल कर सुबह की प्रतीक्षा कर रहा था।

आज सुधीर बड़े ही सुबह उठ गया था। अपने मैस में ब्रेकफास्ट की टेबल पर जाने की चुस्ती व फुरती से वह माँ के पास चला जाता है। "माँ जी हमें कुछ खाने को दे दीजिये। बड़ी भूख लग रही है।" नाश्ता करते करते वह माँ से कहता है। "माँ तुम आजकल बहुत कमजोर लग रही हो।" "नहीं तो" "क्यों नहीं कमजोर होगी, आखिर सारे काम तुम्हीं को तो करने पड़ते हैं। देखो न माँ, अब भी क्या तुम्हारी उम्र काम करने की है?"

"क्या करूँ बेटा, बस तेरी बहू आ जायेगी तब सब ठीक हो जायेगा।
"फिर माँ देर किस बात की है।"

"कोई अच्छी सी लड़की मिलने भर की बात है।"

"माँ तुम उन...... उन रायबहादुर गोबिन्द दास जी की श्रीमती जी से क्यों नहीं बात पक्की कर देतीं।"

बीस दिन बाद सुधीर और सन्नो परिणय के सूत्र में बंध जाते हैं। सुधीर की माँ के सपने साकार हो जाते हैं। जीवन हँसी खुशी से व्यतीत होने लगता है। अचानक फिर सुधीर माँ से बोल उठता है।

"माँ जी मुझे रविवार को वापस ड्यूटी पर जाना है मेरी छुट्टियाँ खतम हो गई हैं।" सुधीर की माँ की आँखें निस्तब्ध होकर कुछ क्षण के लिये नीले आकाश के उस दूर, दूर स्थित छोर पर अटक जाती है। शायद वह वहाँ से कुछ खोज लेना चाहती है या फिर वहीं खो जाना चाहती हो। उसकी माँ के जीवन में वही २० वर्ष पहले के विरही नीरव, एकाकी जीवन का चित्र याद हो उठता है। अब एक के बदले दो प्राणी किसी एक व्यक्ति के विछोह में जीयेंगे। बहू के एकाकी जीवन का आभास उसके धैर्य को बहा देता है और वह बच्चों सी बिलखने लगती है जैसे वह अपनी माँ से दूर होते समय बिलख उठते हैं। लेकिन सन्नो के इन्हीं बोल से कि माँ जी आप इतना क्यों घबरा रही हैं। मैं जो आपके पास हूँ और फिर सुधीर भी तो छुट्टी पर आते रहेंगे। अब तो जंग भी बन्द हो गया है। सुधीर इस अवधि के बाद पीस स्टेशन में पोस्ट होंगे। हम सब

एक साथ रहेंगे। कहने को तो सन्नो एक टेपरिकार्डर के रील सी बोलती गई पर उसका मन कहीं दबा जा रहा था। वह अपना स्थान छोड़ रहा था। भीतर ही भीतर एक हूक उठ रही थी।

सुधीर की गाड़ी आज फिर उसी स्टेशन से रवाना हो जाती है। छक, छक... छक... छक...

संध्या के समय झिलमिलाते तारों भरे आकाश के नीचे उसी खटिया पर उसकी माँ बैठी होती है। पास लगी रात की रानी की महक। हवा के झोंके के साथ अनायास ही अतीत की सारी स्मृतियों को सजग कर देती है। वह सोचती है केवल पच्चीस वर्ष पहले की ही तो बात है। मंगला अपनी माँ, ताई और सहेलियों से खूब गले मिल मिल कर रोई थी। आँसू थमने का नाम नहीं लेते थे। ससुराल जो जा रही थी। शादी के अवसर पर सहेलियों ने उसे बहुत छेड़ा था। उसका दूल्हा एक फौजी आदमी है। लोग हवालदार जी, हवालदार जी कहते थकते नहीं थे। वह उसी की पत्नी बन कर जा रही थी। शहनाइयाँ गूँज रही थी ससुराल में। बूढ़ी सास और पति के प्यार में रह कर वह थोड़े ही दिनों में अपने बाबा के घर का बिछोह भूल गई थी। एक दिन अचानक उसके पति की छुट्टी समाप्त हो गई थी ठीक सुधीर ही की तरह। उसका पति अपनी यूनिट में चला गया था अगले वर्ष फिर दो माह की छुट्टी में घर आने का वादा करके। मंगला को चारों ओर घना अन्धकार नजर आने लगा था। जब खाना मिला, खा लिया। कभी मन नहीं किया तो वैसे ही सो गई। भविष्य की सुखद कल्पना में उसे आज भी साफ साफ याद है जब डाकिये ने पहली बार उसके पति की भेजी चिट्ठी और २५) रुपये का मनीआर्डर उसे दे गया था। रुपये मिलते ही वह पास के बरगद के पेड़ के नीचे वाले बाला जी को एक रुपया का प्रसाद चढ़ाने गई थी। चिट्ठी उसने अपने देवर धन्नू से पढ़वाई थी। पत्र पढ़वाने के पहले अपने हवालदार पति के फोटो को आँचल में छुपा लिया था।

पता नहीं कितने वर्ष उसने इसी प्रकार अपने पति के आगमन की प्रतीक्षा में बिता दिये थे। पाँच छः वर्ष बाद अचानक उसके पति का पत्र मिला था। वह कश्मीर के

मोर्चे पर जा रहा है। जंग की समाप्ति पर पत्र आया कि वह एक सूबेदार साहब बन गये और शीघ्र ही छुट्टी पर घर आ रहे हैं। मंगला को यह सब कुछ भी तो मालूम नहीं था। वह तो सदैव तुलसी को दिया जलाती थी। भगवान से दोनों हाथ जोड़ कर प्रार्थना करती थी, 'हे भगवान मेरे उनको सभाल कर रखना। वह तेरी ही चीज है, फिर कभी लड़ाई न लगे प्रभू।' मंगला का अनपढ़ सीधा मन सारी दुनिया की कल्याण कामना में लग जाता था।

एक दिन सावन की बरसाती अँधेरी रात में अचानक दरवाजे पर खट खट की आवाज से उसकी नींद खुल गई थी। हड़बड़ा कर दरबाजा खोल दिया था। सामने गाँव के उसी बूढ़े डाकिये ने उसके पति के युद्ध में मारे जाने की खबर का तार थमा दिया था। वह तार की खबर से एक बार सहम गई थी प्रस्तर मूर्ति की तरह। फिर चिल्ला उठी थी। अम्मा यह क्या हो गया? मेरे भगवान तूने अच्छी सुनी है मेरी?

जीवन के एक मात्र आशा का अकुँर उसका सुधीर आज फिर उसके पिता की तरह रण में चला गया है। अपने पुत्र वधू के विरही जीवन का आभास उसे तिलमिला देता है। उसका भोगी जीवन उसको वेदना से आर्त कर देता है। वह अपनी बहू को अपने पास खींच लेती है। वह आँचल की ओट देकर खूब लम्बे जीवन और सौभाग्यवती रहने का आर्शीवाद देकर पुत्र कल्याण कामना का दिया भगवान के उसी अमोघ हस्त पर चढ़ा देती है। फिर बोलती है—

'मोरी लाज राखो गिरधारी ......
मोरी लाज राखो गिरधारी रे।'

गीत

—कैप्टन राम विशाल 'सरल'

प्रिय अब सावन के घन छाये,
देखो दिन बहार के आये।
तन सुखमय हो नाचे गोरी,
मन प्रसन्न हो गाये।
हृदय प्रफुल्लित हो तो
कवि भी, कविता सरस बनाये॥
भरी पैंठ में मोल भाव बिन,
अब तो रहा न जाये।
प्रिय अब सावन के घन छाये॥

उमड़ घुमड़ कर बादल आयें,
रिम झिम जल बरसायें।
शीतल मन्द सुगन्ध समीरन,
नई उमङ्ग जगायें॥
ओढ़ चुनरिया अमराई में,
नाचे गोरी गाये।
प्रिय अब सावन के घन छाये॥

ताल तलैय्या खिले कुमुदिनी,
बन में नाचे मोर।
निर्जन में बंजारा गाये,
भरे उमङ्ग अछोर॥
पनघट पर गागर भर गोरी,
जीवन — रस छलकाये।
प्रिय अब सावन के घन छाये,
देखो, दिन बाहर के आये॥

कोयल की कूक

— लीला श्रीवास्तव

कोयल की कूक

कैसी अंधेरी और सुनसान रात

कहने को बसन्त, किन्तु कितनी नीरस

आकाश में बादल के टुकड़े इधर उधर भटक रहे हैं सन्देश वाहक के रूप में। शायद रात्रि ने विरह के सन्देश प्रियतम को भेजे हैं

हवा की सुरसुराहट, कितनी विचित्र है; जैसे लू की लपटें! न इसमें संगीत और न सुगन्ध

बेचारे फूल, उनके भी हृदय में पीड़ा, तभी तो कुम्हला कर झुक गये

ओह प्रिय! कितनी निष्ठुर और कर्कश है यह कूक

× × × × ×

कोयल की वही कूक

मधुर कूक के स्पर्श से हृदय के तार झंकृत हो उठे

मधुमास पवन के मस्त झोंके

आकाश में चाँदी से चमकते मेघ झूम झूम कर उतावले हो रहे हैं धरती पर मोतियों की वर्षा करने के लिये

फूल पौधे मस्ती में लहरा कर अपनी सुगन्ध फैलाने को व्याकुल

प्रफुल्लित मन, हृदय में उमंग और रोम रोम में मस्ती

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